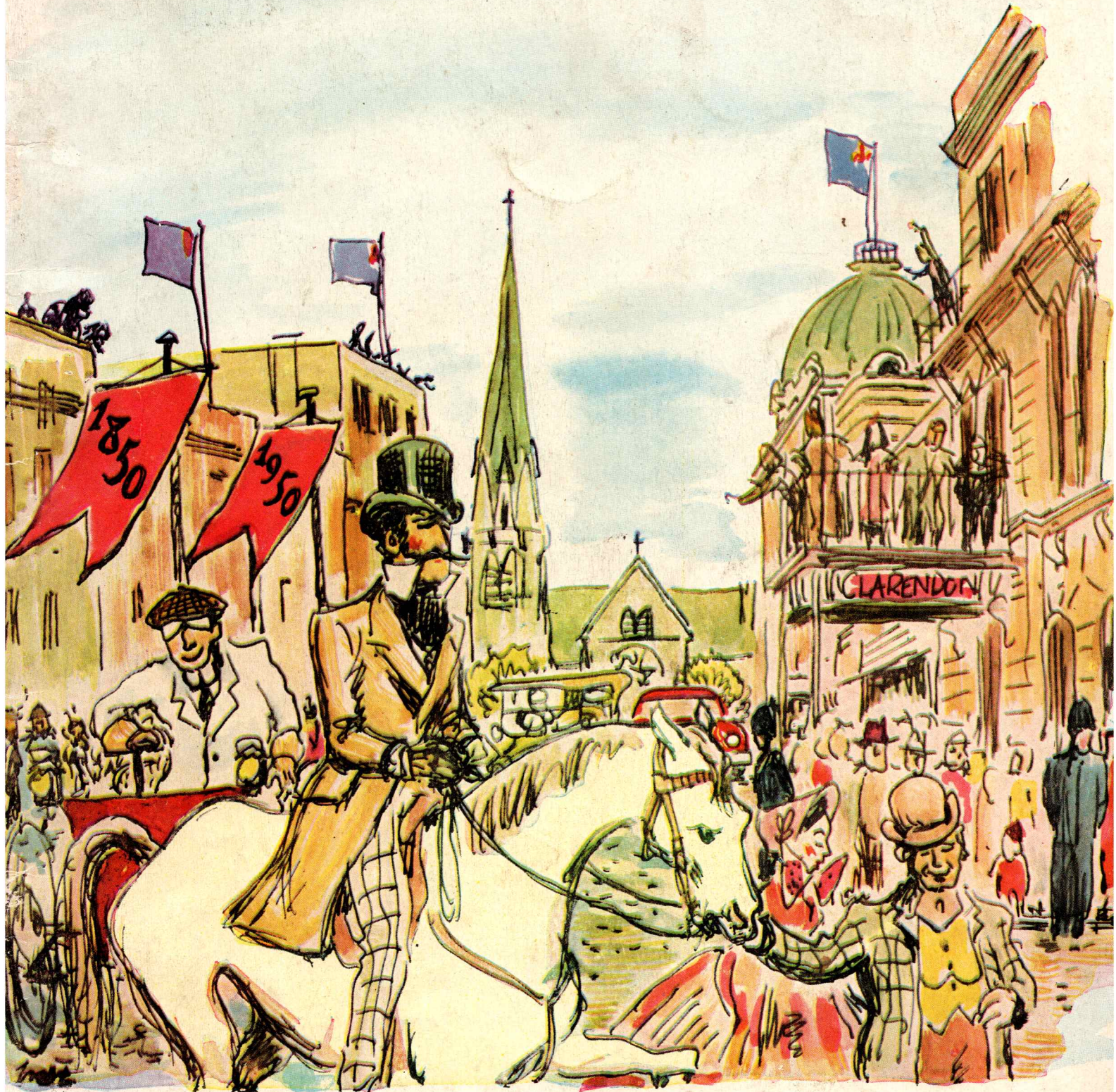
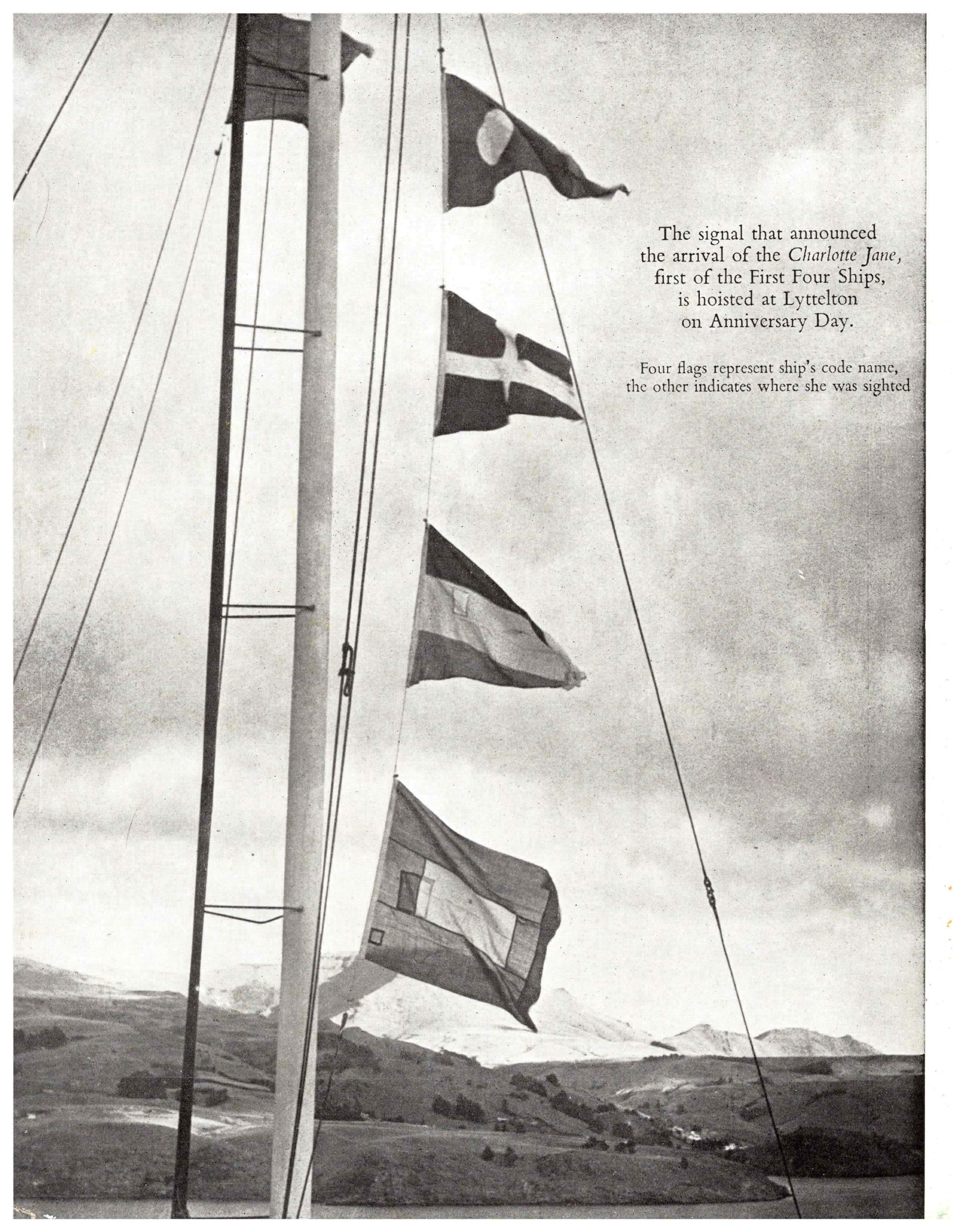


Centennial



CANTERBURY NEW ZEALAND



The signal that announced
the arrival of the *Charlotte Jane*,
first of the First Four Ships,
is hoisted at Lyttelton
on Anniversary Day.

Four flags represent ship's code name,
the other indicates where she was sighted

+10
1950

CENTENNIAL

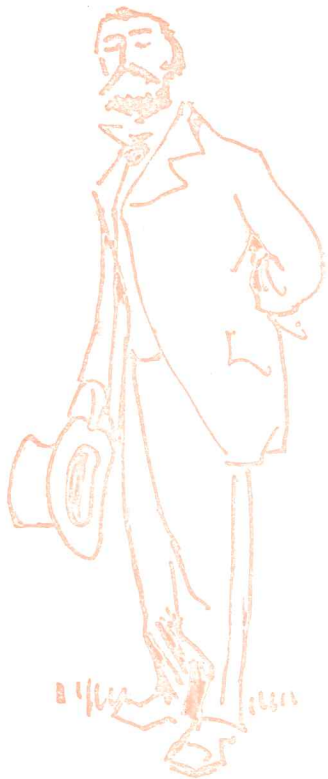
Canterbury
New Zealand

1950



Published by
THE CANTERBURY JUNIOR CHAMBER OF COMMERCE
with the co-operation of the Canterbury Centennial Association

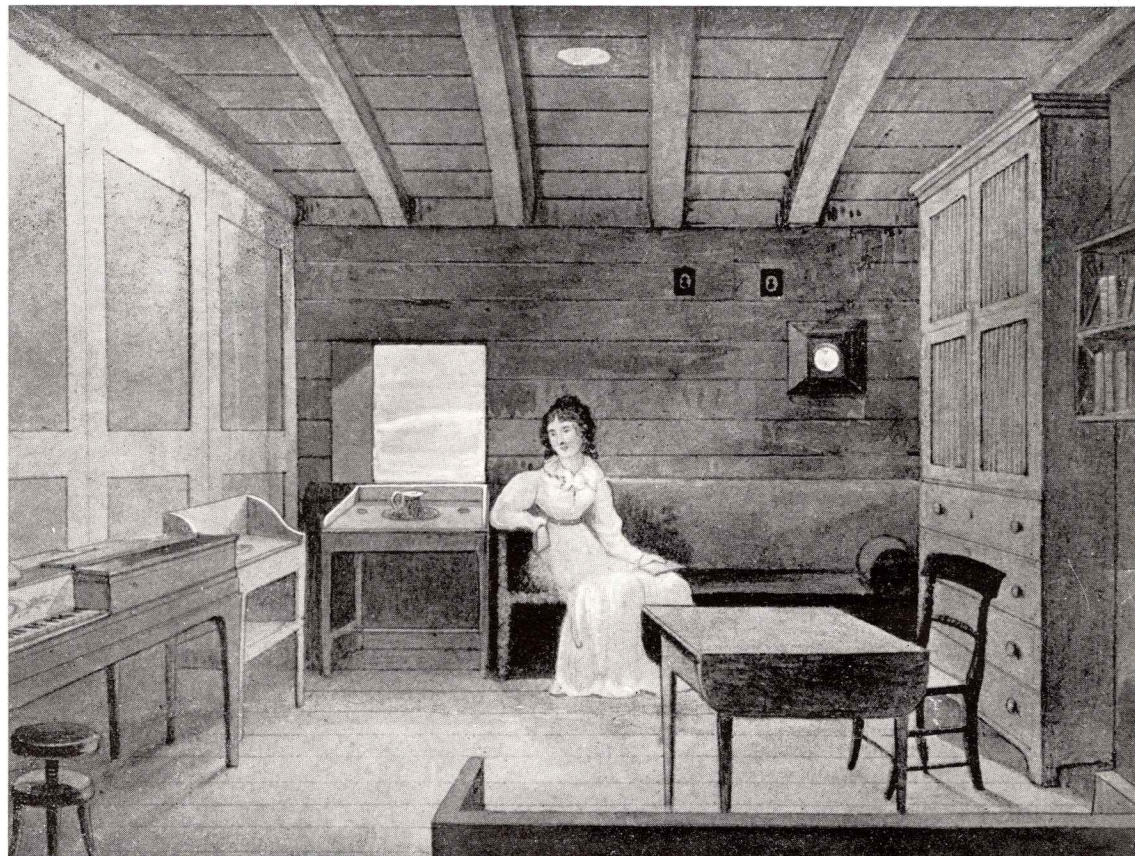
Why they
came . . .



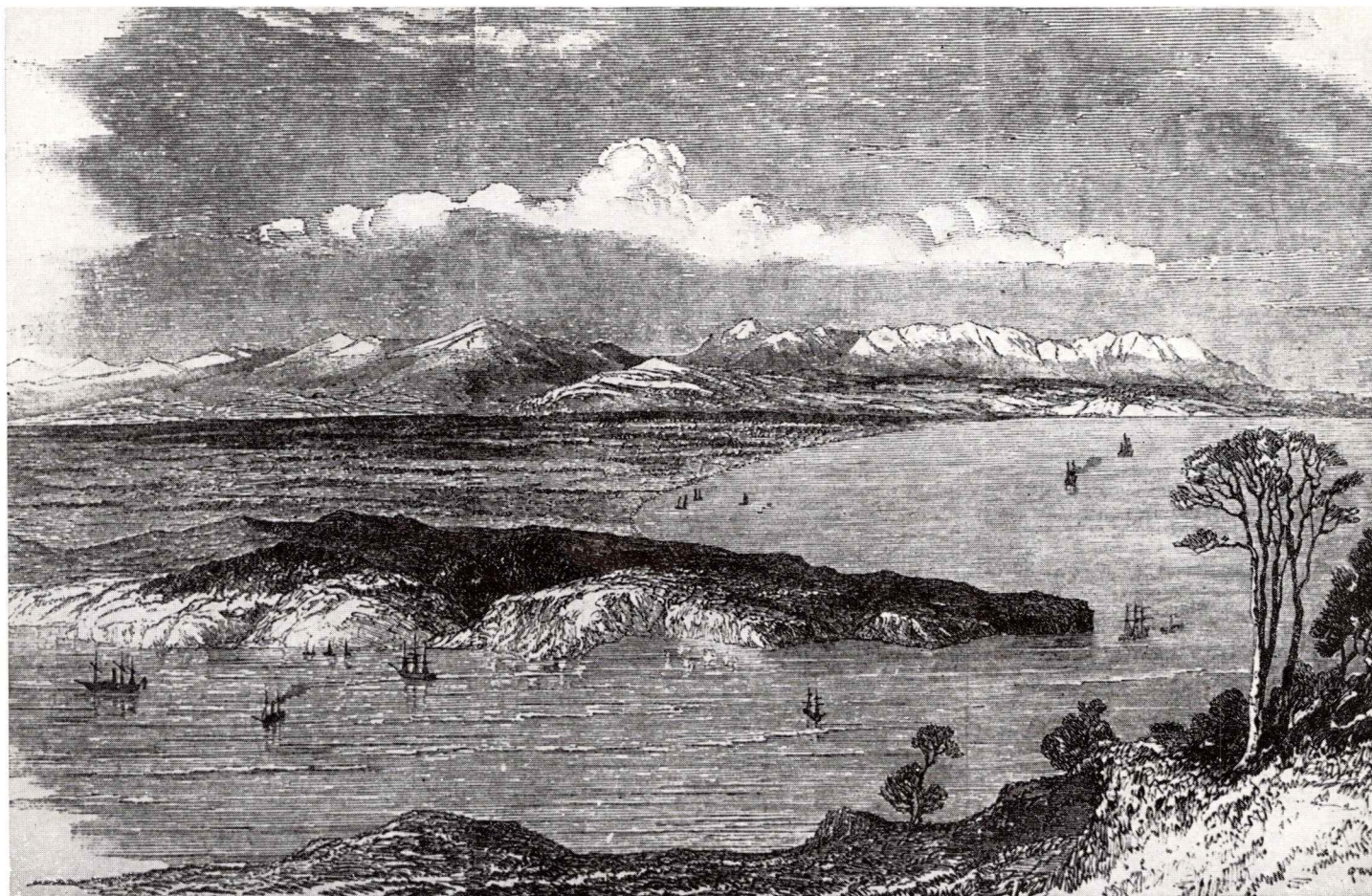
How they
came . . .



The land they left was an England just recovering from the *Hungry Forties*. Although wealthy emigrants were attracted by adventure and theories of colonisation, this London *Punch* cartoon of 1850 shows appeal to the poorer classes.



Period furniture makes this emigrant ship's cabin look spacious but most passengers had to put up with very crowded conditions during long voyage.



THE LAND THEY CAME TO. This sketch by Government Surveyor, published in *Illustrated London News* of the 'fifties, shows view from Mount Herbert across Lyttelton Harbour to Pegasus Bay.

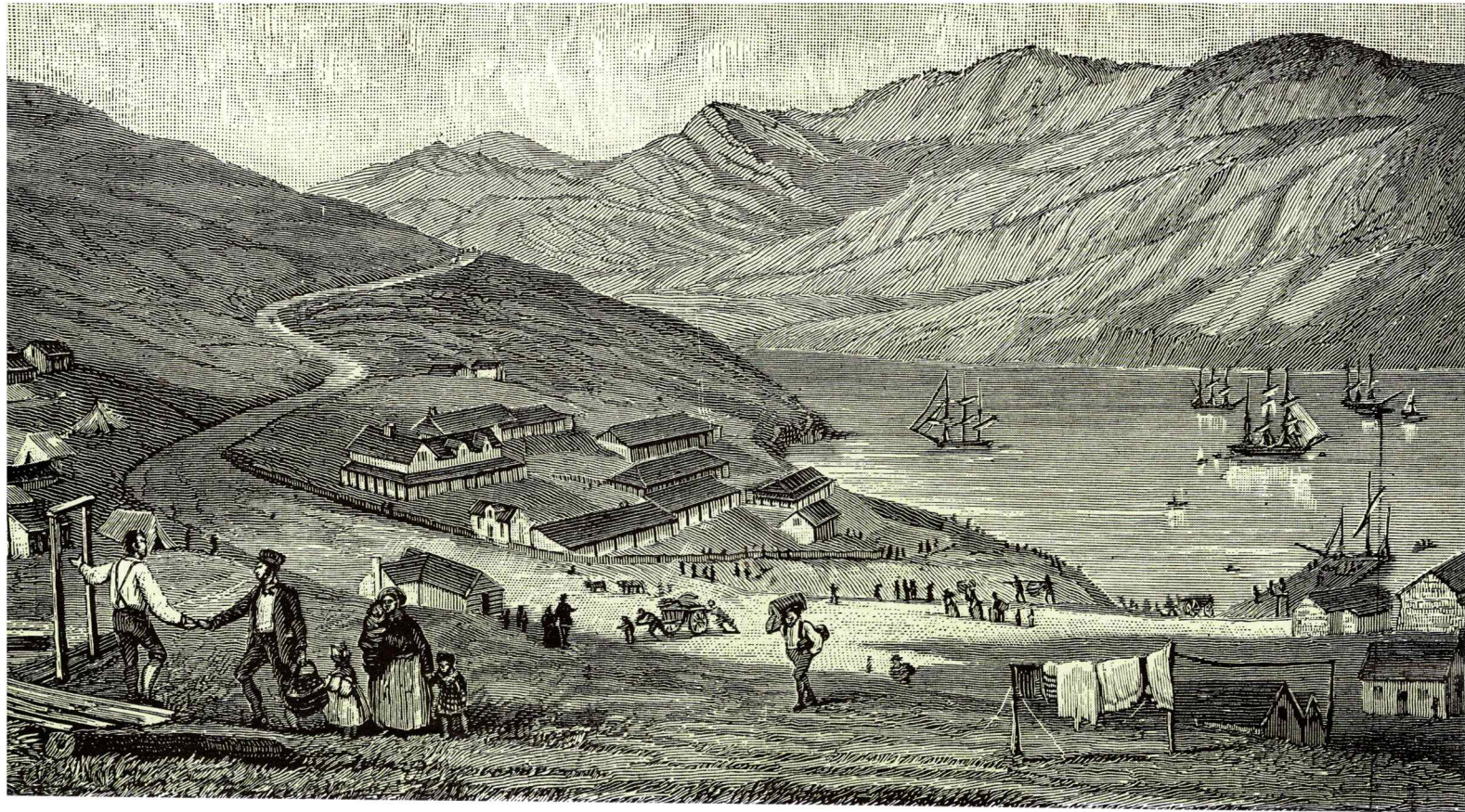
THE CANTERBURY PLAN

THE plan of the Canterbury Settlement was Elizabethan in conception—bold, simple and carried to success with great vigour. Hitherto, colonial schemes had been looked at askance in England, so hard did the prejudice against convict settlements die. Edward Gibbon Wakefield, seeking to counter this by infusing idealism into his Canterbury scheme, appealed with like success to all classes. From the beginning he insisted that capital and labour should cross the seas together. Capital should buy and farm the land, the proceeds being used for public amenities; while assisted labour coming from every trade should be guaranteed a living wage. His slogan was clear—"the price of virgin land must be high". Only so would funds be sufficient for development.

John Robert Godley and Lord Lyttelton took up the plan with enthusiasm, and by 1848, arrangements for a Church settlement at Canterbury were far enough advanced to warrant the despatch to New Zealand of Captain Thomas to choose and survey a suitable site.

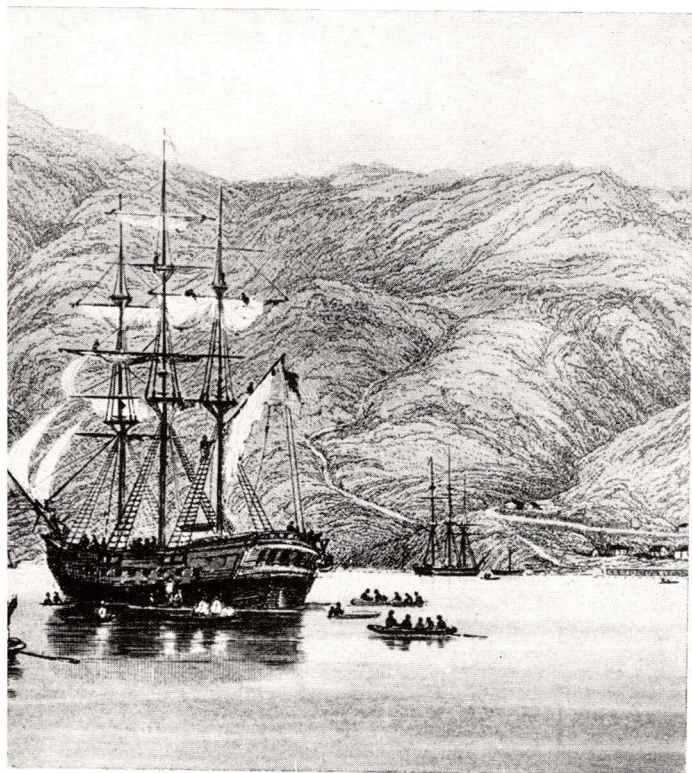
In 1849 the newly formed Canterbury Association agreed to buy from Wakefield's New Zealand Company land to the value of £100,000 with a further reserve of 2,500,000 acres. When the Pilgrims arrived in 1850 they were bound by the Association's Land Regulations that relied on the sale of land in the Canterbury block, between the Waipara and Ashburton rivers. This land, bought for ten shillings an acre, was re-sold to settlers at £3 an acre. One third of the proceeds went to education, one third to immigration, one sixth to administration and public works, and the remaining sixth to pay the vendor.

It was not possible to carry out the plan entirely. The settlement soon lost the somewhat exclusive character intended for it by its church supporters and land sold poorly until the flight of capital to other provinces forced Godley to lower the price. Then the effect was immediate and by 1855 settlers had applied for almost all the plains and downs country in Canterbury.

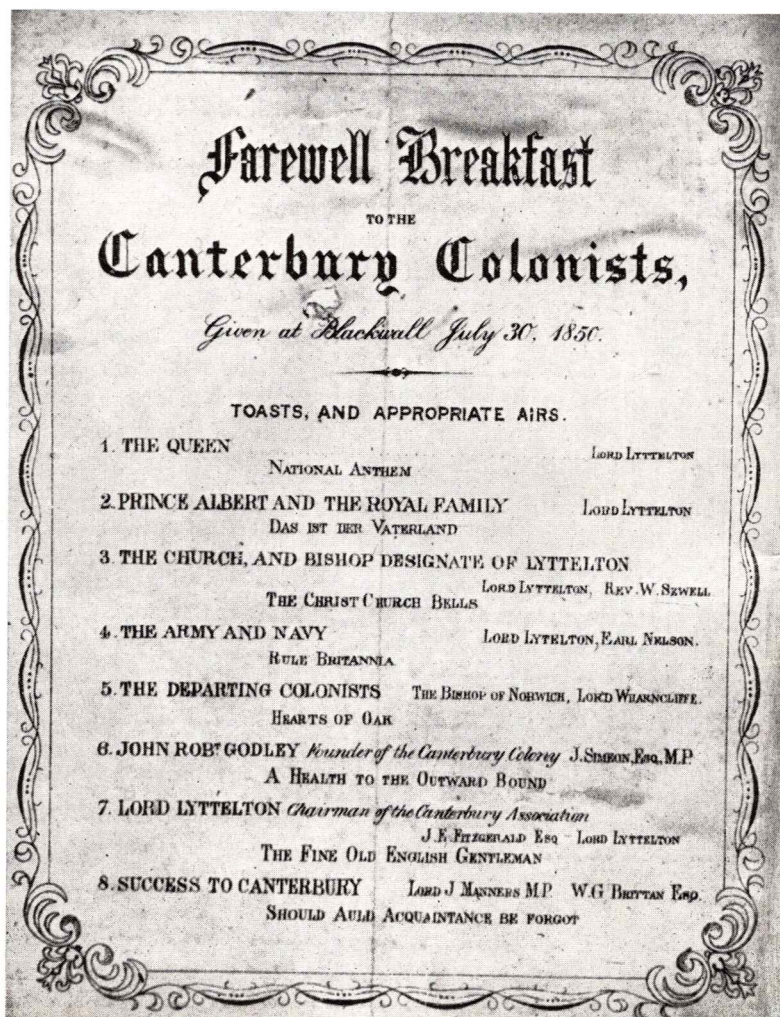


THE CANTERBURY PILGRIMS ARRIVE

The "First Four Ships" lie at anchor in Lyttelton Harbour, December, 1850. Passengers from the *Cressy* are landing by the new jetty specially built for the settlers. On the left is the uncompleted Sumner Road.



The *Cressy* (above) was the last to arrive, after a voyage of 110 days. All four ships left Plymouth within a day of one another.

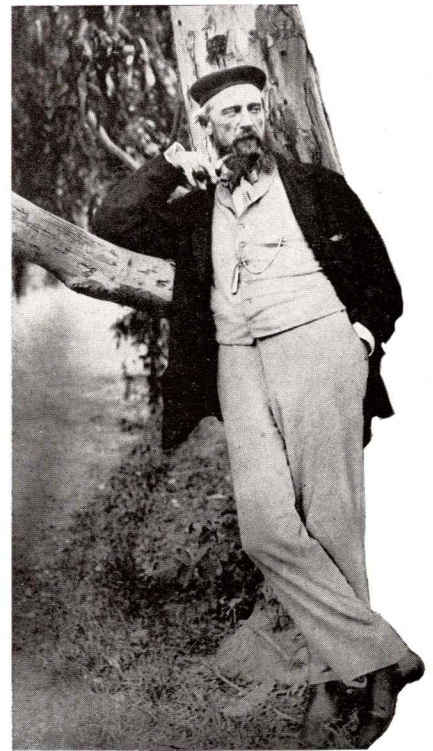


A NEW CITY BEGINS

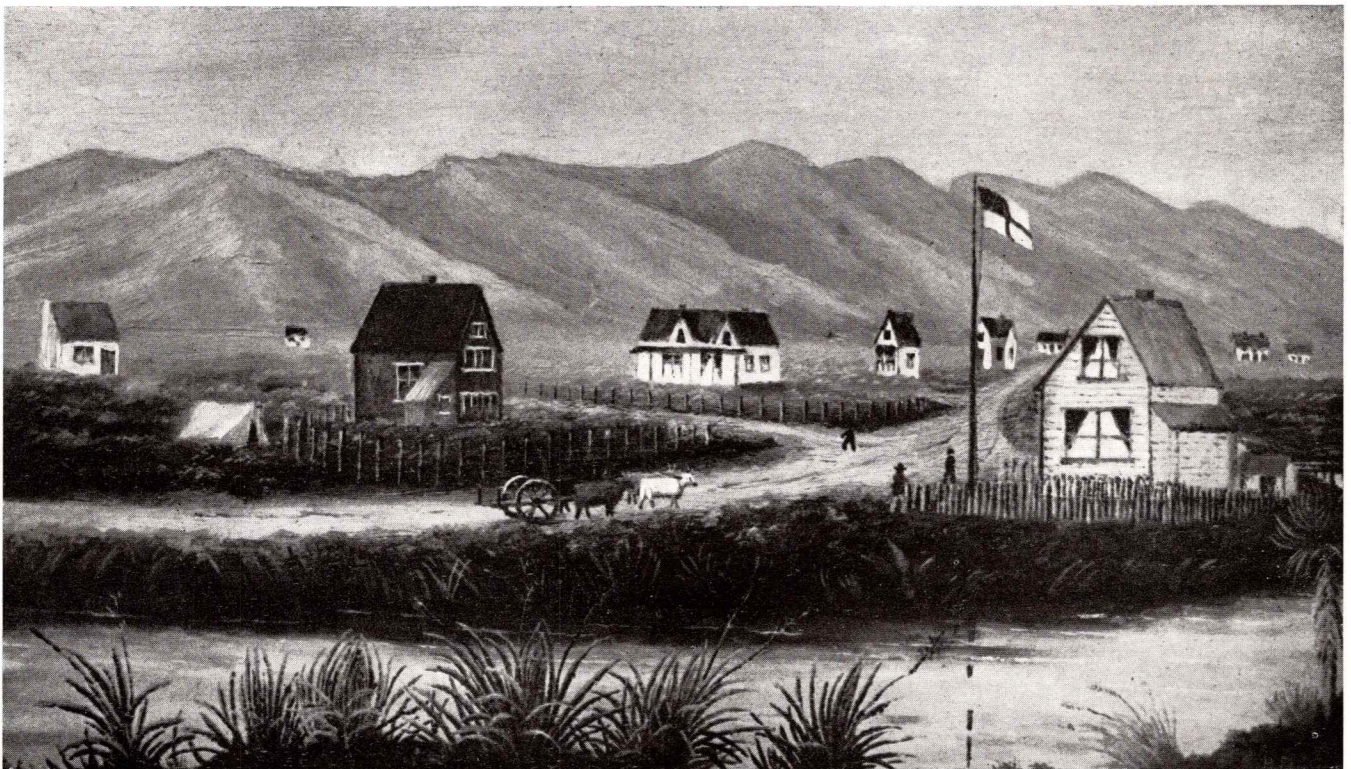
WHEN the Canterbury Pilgrims arrived in the "first four ships", Lyttelton was the only township in the province and the vast Canterbury Plain stood treeless, uncultured, and almost uninhabited.

For the first six weeks the settlers enjoyed a typical New Zealand summer. Some remained at the port, others crossed the Port Hills via the Bridle Path to the site of Christchurch where they camped in tents or built V-huts of raupo and flax. The heavier gear was brought to the plains by sea, but personal belongings had to be carried and as both the Heathcote and Avon rivers were fringed by swamps, travelling was an ordeal. Some were naturally disheartened by such difficulties and feared that with little or no capital they might be ruined in the Colony even more rapidly than in England. They were encouraged to find the town had already been surveyed but doubtful whether its distance from the sea and the difficulty of carriage would not render the site useless for a capital.

Nevertheless the city of the plains grew apace. Surveyed in a square a mile each way, its intersecting streets were with few exceptions rectangular in form, and all named after Church of England Bishoprics: Cashel, Worcester, Hereford, Gloucester and so on. As befitted a church settlement the crowning glory was a cathedral, and this set in a public square in the very heart of the town, has for almost a century now anchored the hearts of the citizens to all that is best in English tradition.



James Edward Fitzgerald,
first Superintendent of Canterbury.

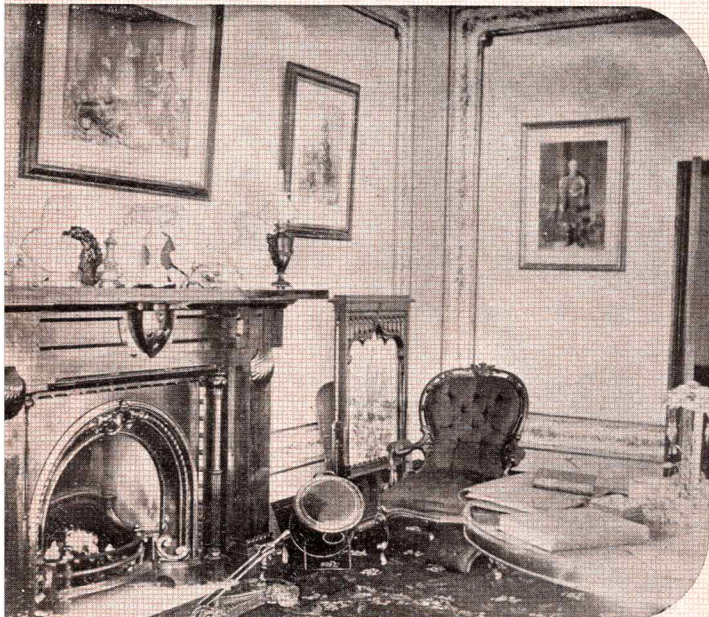


THE LITTLE TOWNSHIP OF CHRISTCHURCH IN 1851

From a painting by Henry Ffitch who arrived in Canterbury that year on the *Sir John Pollock*



Croquet on the lawn at a comfortable Canterbury homestead, 1865. Despite hardships of colonial life, settlers were determined to preserve the polite conventions of their day. They imported art treasures, plants, even rabbits, to remind them of England.



The furniture for Dr. Barker's home in Worcester Street came from England but the doctor designed the mantelpiece himself. Couple (right) were photographed near the Square, 1867.



Life in the Early Days

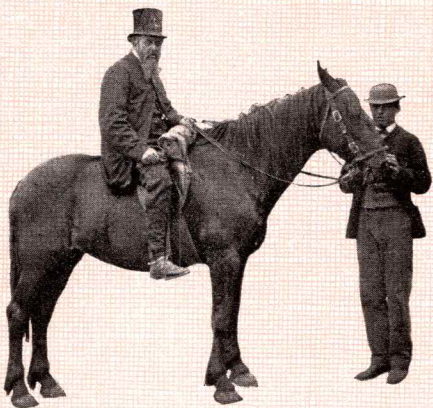
WAS FAITHFULLY RECORDED IN PHOTOGRAPHS BY DR. A. C. BARKER



The first cottages were plain and simple in design.



Dr. Barker's studies of early Canterbury families have a charm seldom equalled even by modern photographic techniques.

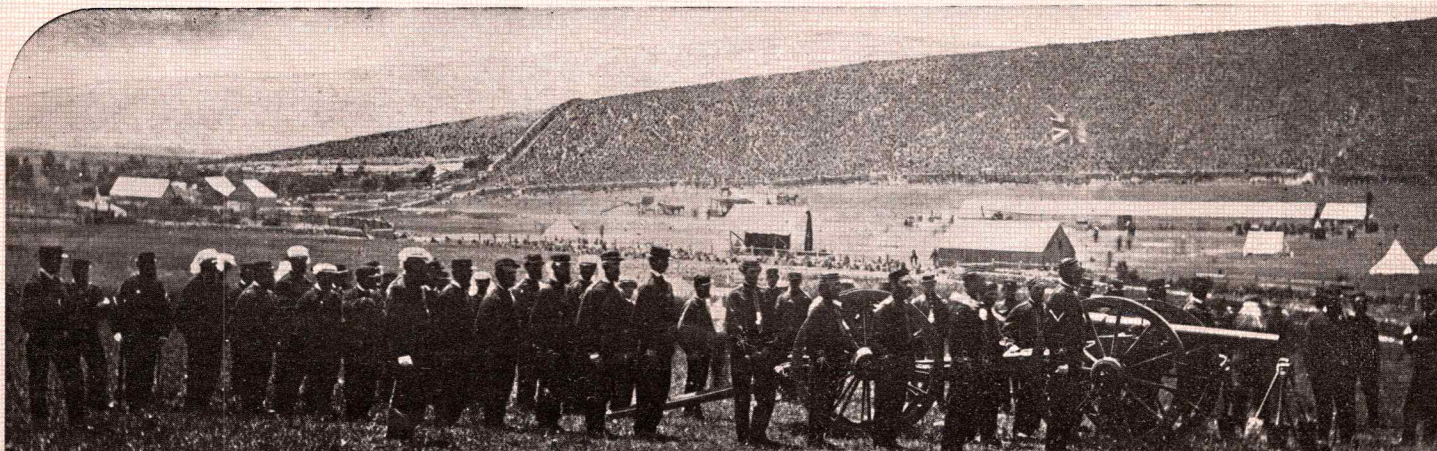


Archdeacon Wilson and friend.

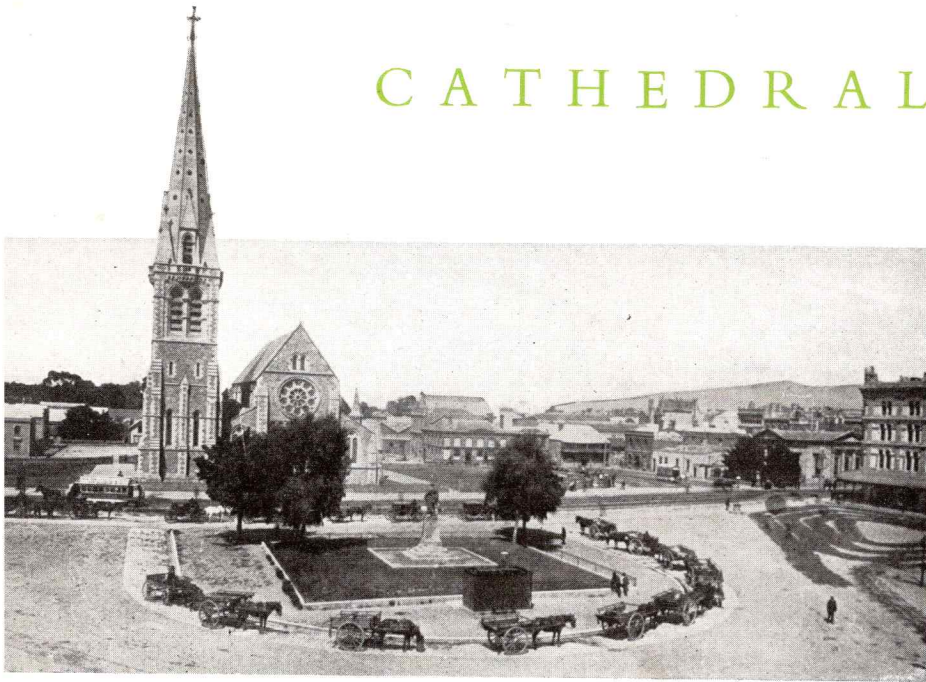


Shipping used to come up the Heathcote River to unload near the foot of Ferry Road.

The C.V.R. Artillery Company at Hillsborough Camp, 1865



CATHEDRAL SQUARE



(above) The old horse dray stand in the Square in the 'eighties.



(below) Transport methods have altered since the 'nineties but many buildings remain unchanged today.



(above) Looking past the Post Office site to Matson's Buildings and the Bank of N.S.W. in Hereford Street, 1867.

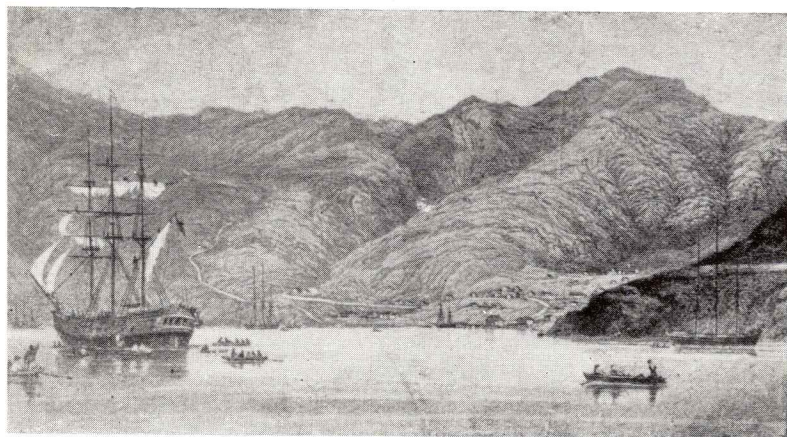


Photograph on facing page shows spire of Christchurch Cathedral being repaired after slight earthquake damage in 1901. The top 30 feet of stone was replaced by hardwood sheathed in copper.



MILESTONES

*Some Events Remembered from the story
of Canterbury's First Hundred Years*



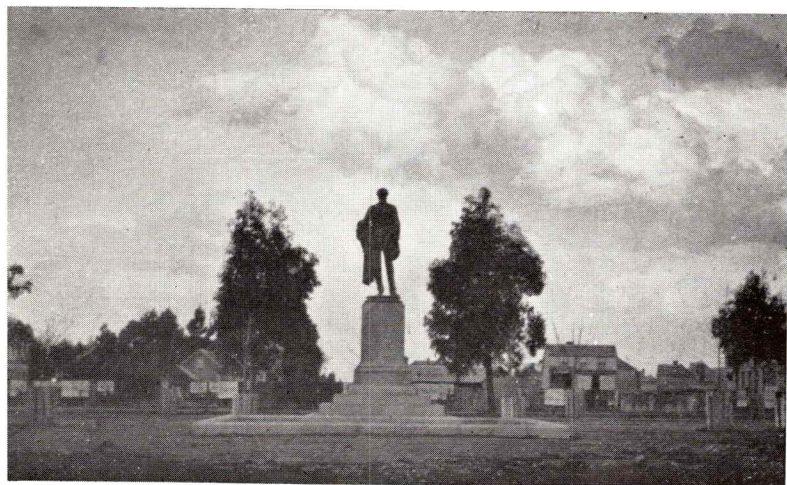
1850

THE FIRST FOUR SHIPS arrived at Lyttelton in glorious weather. They were *Charlotte Jane*, *Randolph* (December 16), *Sir George Seymour* (December 17), and *Cressy* (December 27). Honour of being first Pilgrim ashore went to James Edward Fitzgerald.



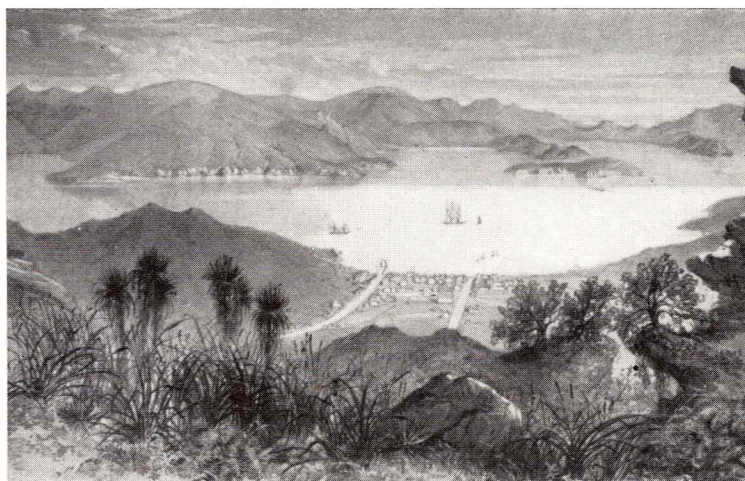
1851

V HUTS provided temporary housing for immigrants. In first year ninety ships brought 3,000 settlers who bought 25,000 acres of land. At the first sale of town sections held in Christchurch on April 16, the top price reached was only £40.



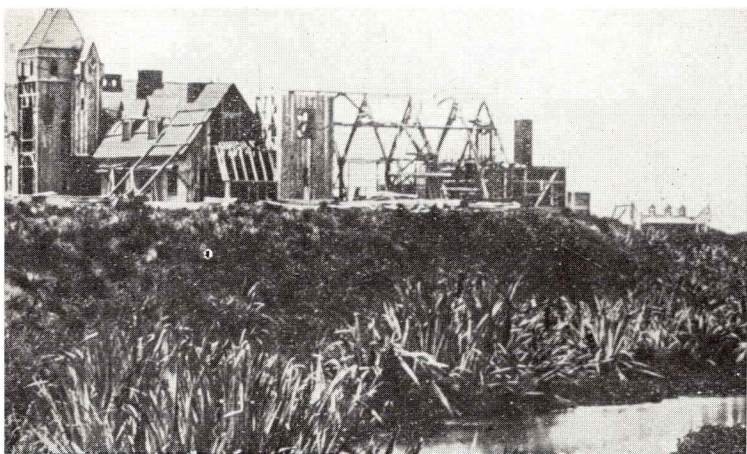
1852

JOHN ROBERT GODLEY, who almost single-handed had formed the Canterbury Association and who had been Governor of Canterbury in all but name, returned to England. Statue unveiled in 1867 honours him as "Founder of Canterbury".



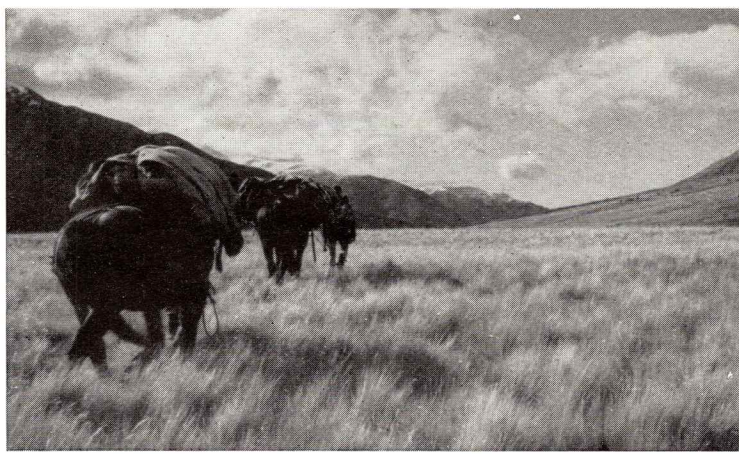
1852

BRIDLE PATH by which Canterbury Pilgrims crossed the Port Hills from Lyttelton, was used for the first time by a wheeled vehicle—a dray. This early lithograph shows Lyttelton and the upper harbour from near the top of the track.



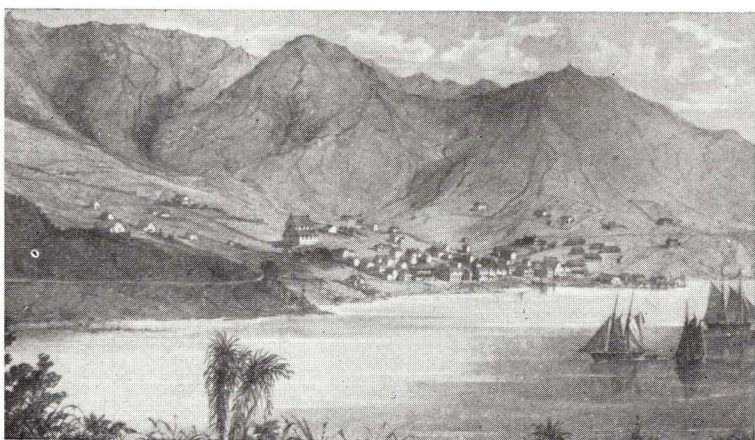
1853

PROVINCIAL COUNCIL was elected with J. E. Fitzgerald as Superintendent, and met in small house in Chester Street. Council chambers were begun in 1858 and completed in 1865. Council continued until abolition of provinces in 1876.



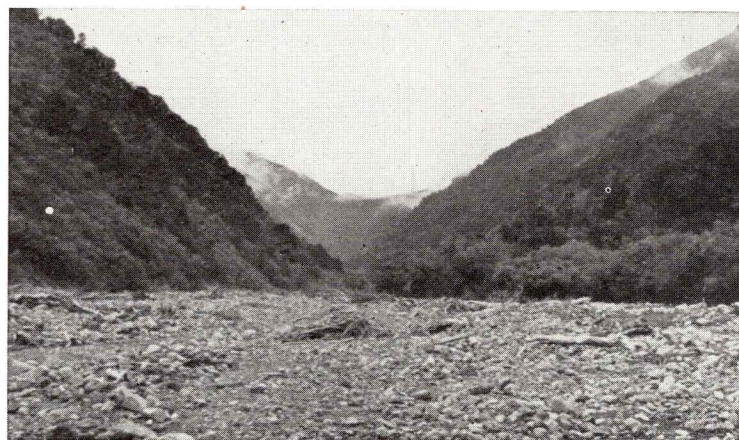
1855

MACKENZIE COUNTRY was discovered through the capture of James Mackenzie, the Scottish "free-booter", who had been concealing sheep stolen from the Levels Station, near Timaru, in this vast pastoral region beyond Burke's Pass.



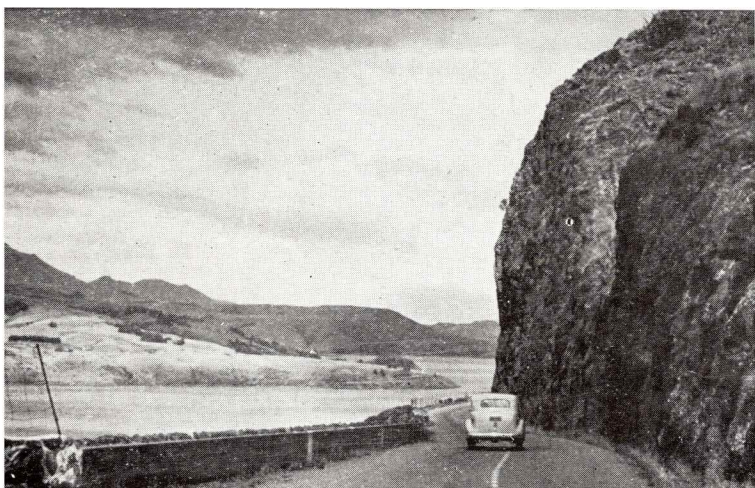
1856

LYTTELTON despatched its first wool ship direct for England. She was the 498 ton *William and Jane*, which struck a rock on the way out of port but was refloated successfully and continued her voyage. Today Lyttelton is the greatest port in the South Island.



1857

HARPER PASS was crossed by Leonard Harper, first white man to travel across country from Canterbury to Tasman Sea. He was taken by a party of Kaiapoi Maoris who knew this as one of the routes used by tribes on greenstone expeditions.



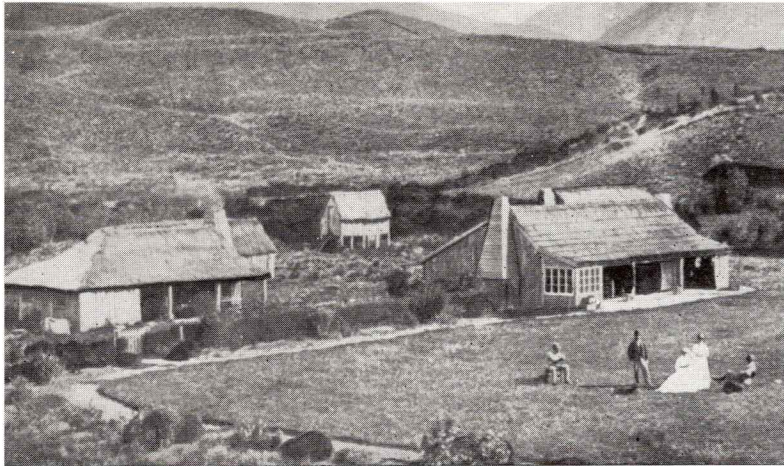
1857

EVANS PASS road to Lyttelton via Sumner was opened after long controversy and is now the main motor link between city and port. Road was begun before arrival of Pilgrims but work was held up through lack of funds and arguments over route.



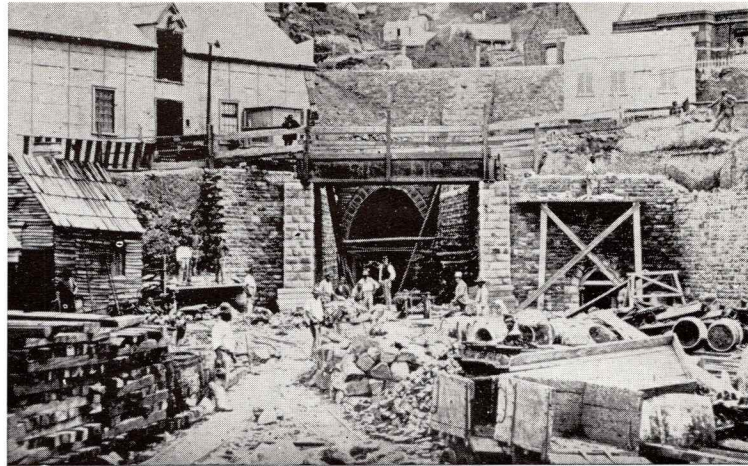
1859

VOLUNTEER FIRE BRIGADE was formed in Christchurch, but most insurance companies maintained their own brigades and these attended fires only if their own clients' property was involved. First steam fire engine *The Extinguisher* arrived in 1865.



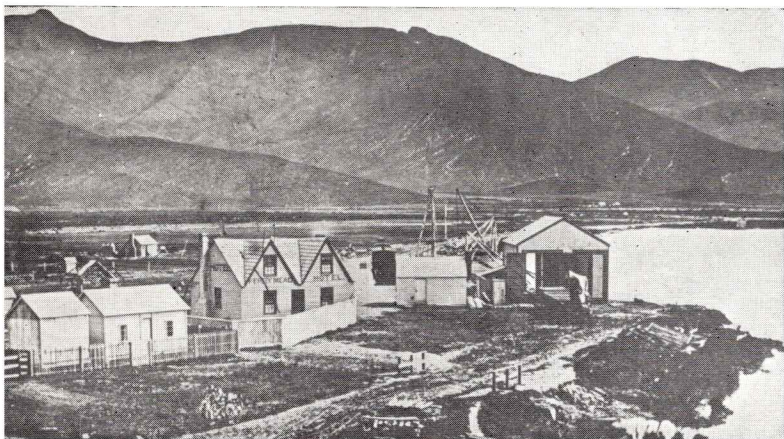
1860

SAMUEL BUTLER arrived at Lyttelton and later bought his famous station Mesopotamia (above), which inspired his best-known book *Erewhon*. Butler lived four years at Mesopotamia, before selling the station (for £10,000) and returning to England.



1860

TUNNELLING began at the Lyttelton end of the railway tunnel through the Port Hills and the next year Superintendent Moorhouse turned the first sod of the Christchurch-Lyttelton line at Heathcote. Tunnel was opened with ceremony in 1867.



1863

FIRST RAILWAY in New Zealand—Christchurch-Ferrymead line—was opened with locomotive *Pilgrim* and four carriages. Curved embankment from present Lyttelton line towards Heathcote bridge is only reminder today. Photograph shows Ferrymead station in 1863.



1864

FIRST HANSOM CAB reached Christchurch. This is the old cab stand at the corner of Cashel and High Streets, which continued in use until the disappearance of the last hansom cab about ten years ago. It is now preserved in the Canterbury Museum.



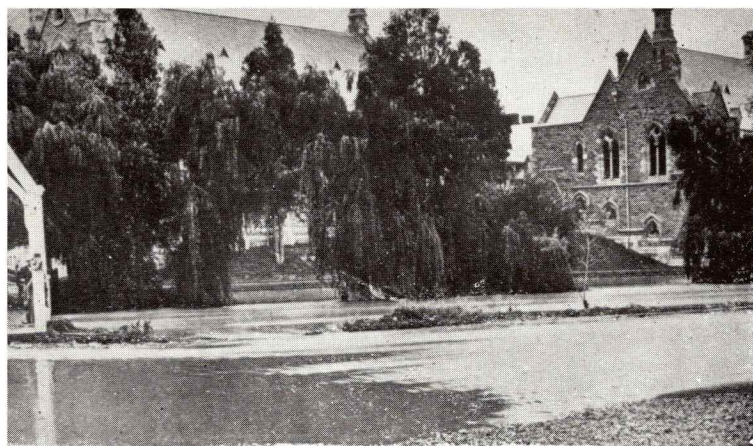
1865

GOLD RUSH followed discoveries on West Coast. Hundreds walked over Harper Pass; many who went by sea met shipwreck on open beaches and bar-bound rivers. But Hokitika (above) was crowded with ships and population rose from handful to 16,000 in first year.



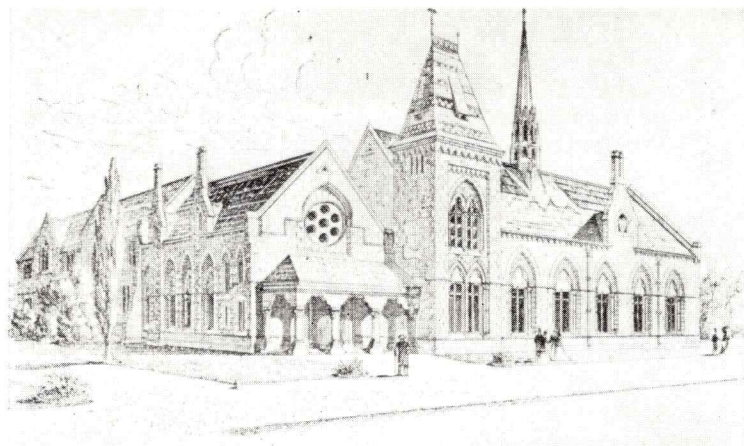
1866

COBB'S COACH, seen here at Bealey, crossed the Alps to Hokitika by the new road 1,000 men had worked to build to link Canterbury with gold fields. Road went via pass discovered by Arthur Dudley Dobson in 1863 and now known as Arthurs Pass.



1868

FLOOD WATERS of the Waimakariri came down the Avon causing much damage and great concern among Christchurch settlers. During the same year Christchurch was declared a borough and Westland became a separate province from Canterbury.



1870

CANTERBURY MUSEUM was opened to house the collections of the Provincial Geologist, Julius von Haast and soon became "the finest south of the Line". The original building is part of the present structure and extensive additions are planned as Centennial Memorial.



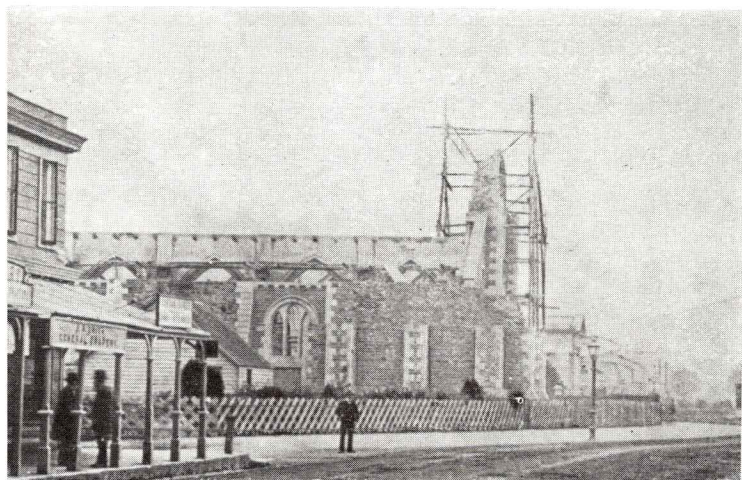
1870

GREAT FIRE in Lyttelton destroyed the block comprising Oxford Street, London Street, Canterbury Street and Norwich Quay, and only heroic efforts prevented the destruction of the whole town. Damage amounted to over £80,000.



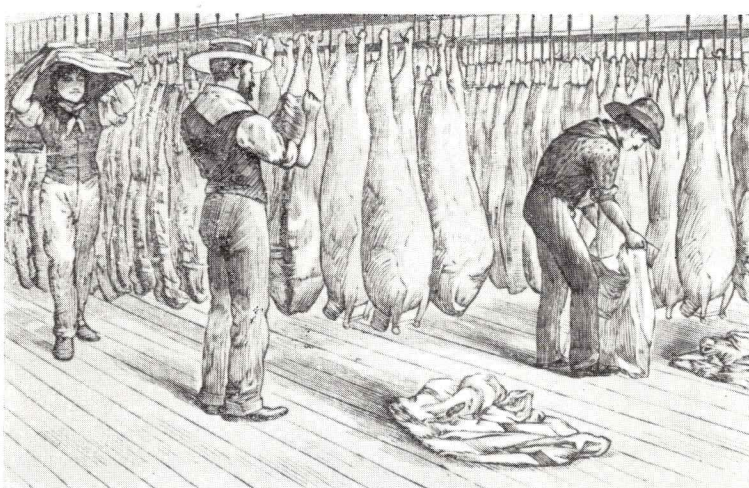
1879

FIRST TRAMWAY line laid from Cathedral Square to railway station. Horse-drawn New Brighton tram (above) was development of unsuccessful line to Linwood Cemetery built by City Council and intended for use by two passenger cars and one tram hearse.



1881

CHRISTCHURCH CATHEDRAL was consecrated. Although foundation stone was laid in 1864 work was delayed and proposal that site should be sold was narrowly defeated in 1869, the year before this photograph was taken. Cathedral was completed in 1904.



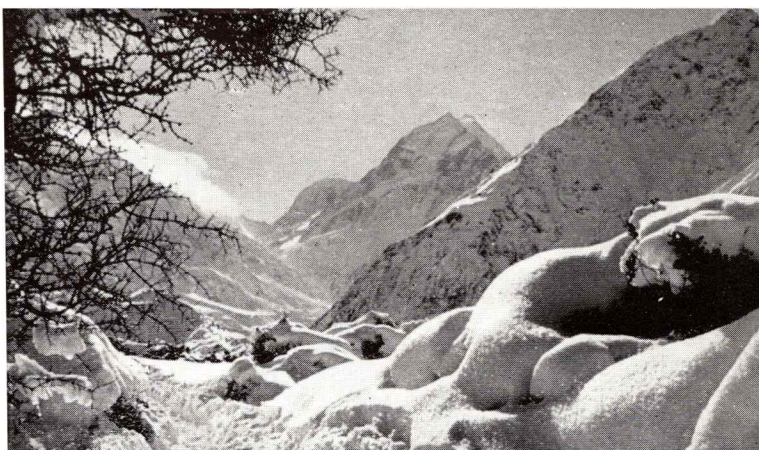
1881

FROZEN MEAT industry was pioneered by Otago with *Dunedin* shipment but had greatest effect in Canterbury where new era of prosperity began. Province soon acquired world-wide reputation for the quality of its produce.



1893

CHEVIOT ESTATE was subdivided by the Government, beginning a period of closer settlement of the province. When this photograph of sheep sale was taken, Cheviot comprised 84,000 acres of first-class country owned by "Ready-Money" Robinson.



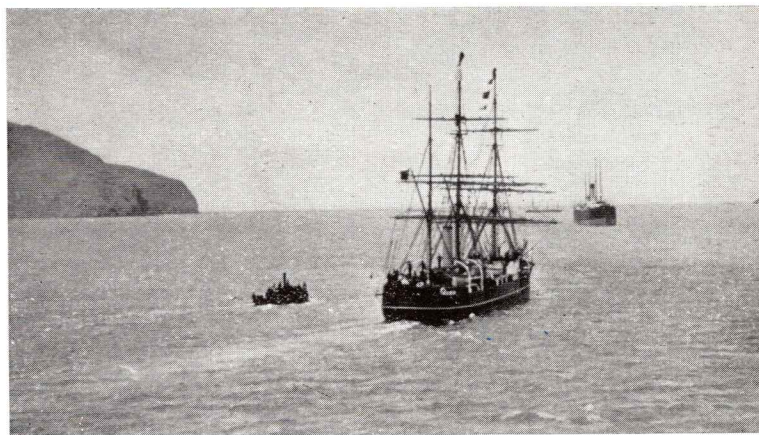
1894

MOUNT COOK summit (12,349 ft.) was reached for the first time. Although climbers from England and Europe had made attempts, three New Zealanders were first to achieve success. They were T. C. Fyfe, G. Graham and J. Clarke.



1899

CANTERBURY MEN for first and second New Zealand Contingents formed for service in South Africa, were farewelled from Lyttelton. Special Canterbury contingent, known as the Roughriders (above) left Lyttelton the following year.



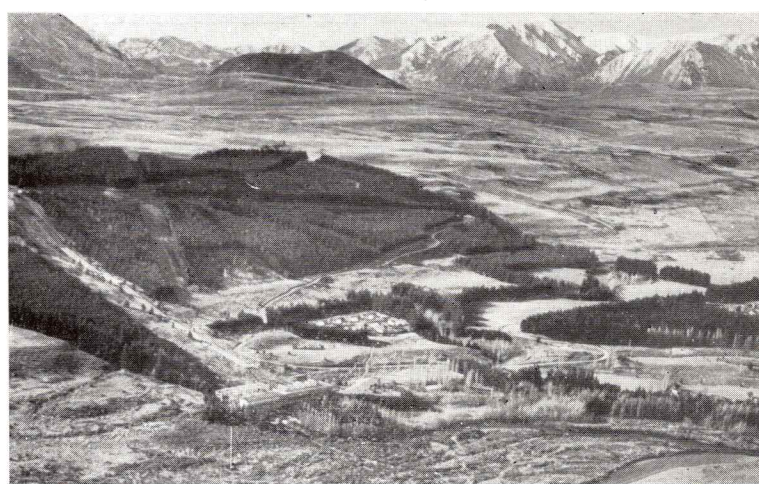
1901

CAPTAIN SCOTT, the Antarctic explorer, visited Lyttelton in *Discovery* on first polar voyage. Second expedition left Lyttelton in 1910. Death of Scott's party is commemorated in Christchurch by well-known statue designed by his widow.



1906

N.Z. INTERNATIONAL EXHIBITION held in Hagley Park was the largest of its kind ever attempted in this country. Photograph shows view of main Exhibition building from Kilmore Street. Canterbury has planned modern exhibition on same site for 1953.



1914

LAKE COLERIDGE Hydro-Electric installation was opened by Prime Minister Massey, and Christchurch was supplied with power the following year. Steam generated electricity had been available in city since 1903 using waste power from city destructor.



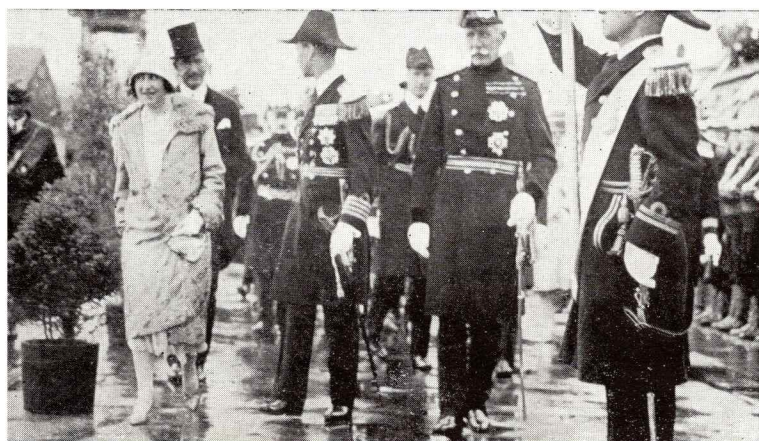
1914

WORLD WAR I began and Canterbury men again embarked for overseas service. After the war, Bridge of Remembrance was built over the Avon at Cashel Street as memorial to men who marched over bridge here on way to mobilisation camp.



1918

OTIRA TUNNEL was pierced when parties who had been tunnelling since 1908 met, only $1\frac{1}{8}$ in. out of level and $\frac{3}{4}$ in. in alignment. Tunnel is over five miles long and when built was the longest in British Empire and seventh longest in the world.



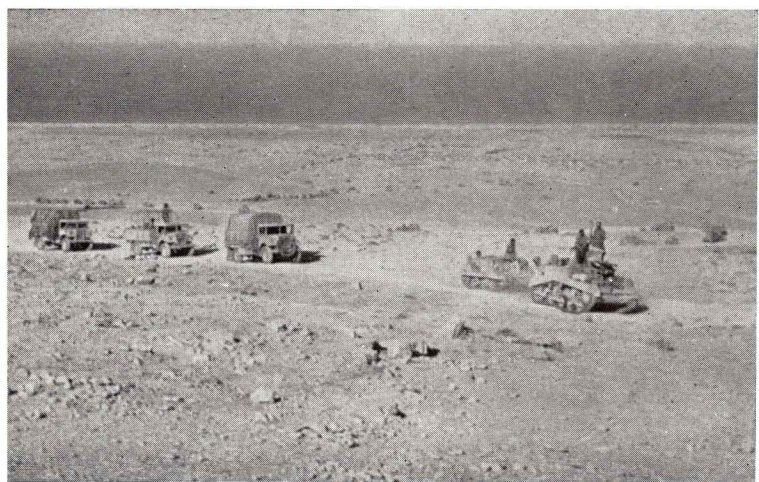
1927

DUKE OF YORK, now King George VI, arrived at Lyttelton in H.M.S. *Renown*, during tour of New Zealand. Photograph shows Duke and Duchess being welcomed at Auckland by Governor-General Fergusson and Premier Gordon Coates.



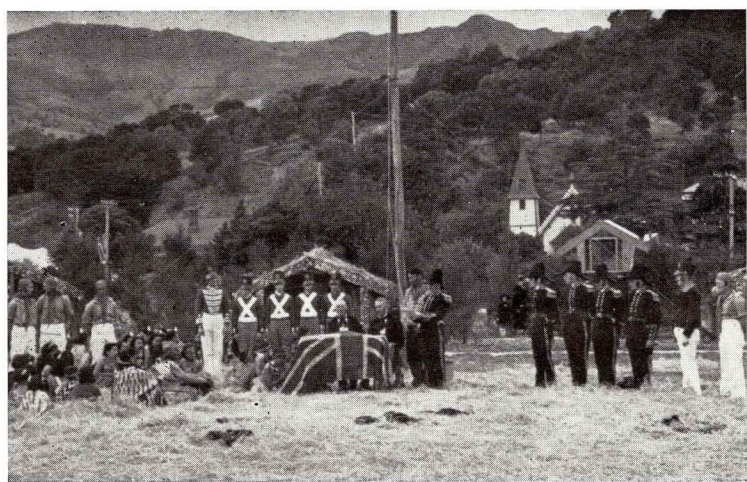
1928

SOUTHERN CROSS piloted by Sir Charles Kingsford Smith landed at Wigram airfield after the first air crossing of the Tasman Sea. Wigram is named in honour of Sir Henry Wigram, one of the founders of aviation in New Zealand.



1939

WORLD WAR II began. Large army and air training camps were established in Canterbury. Province expanded food and industrial production. Above is scene from Halfaya Pass of desert convoys moving up after Alamein break through.



1940

HUNDRED YEARS since British sovereignty was proclaimed over New Zealand. Celebrations in Canterbury included special observance of centennial of Akaroa, where proclamation (re-enacted above) was made just before the arrival of French colonists.



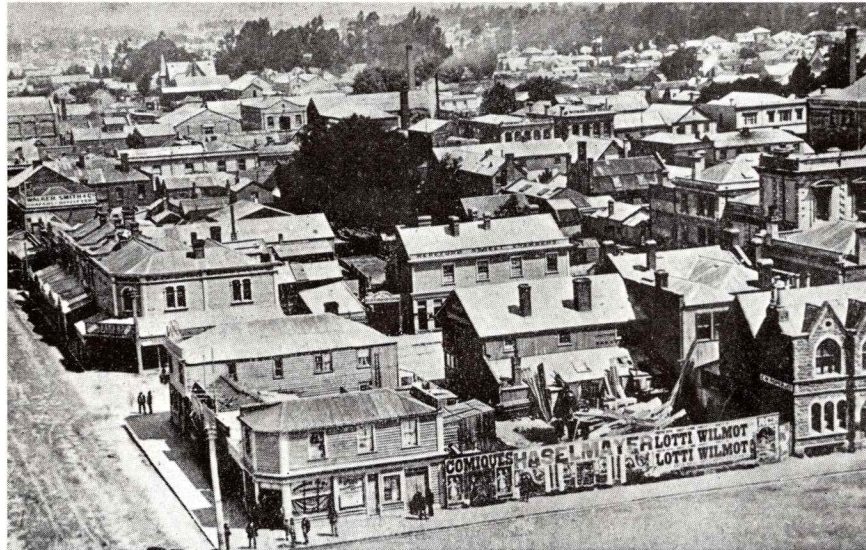
LYTTELTON LOOKED LIKE THIS IN 1850 WHEN THE CANTERBURY COLONISTS ARRIVED

A Watercolour sketch by F. A. Weld

PERSONS going to a colony frequently fall into the blunder of imagining that, when once arrived at their destination, all necessity for cleanliness and respectability of appearance is at an end. The vulgar delusion that, in order to be like a colonist it is expedient to dress like a drover and to set aside all ideas of refinement is now quite out of fashion.

New Zealand, its Present Condition, Prospects and Resources, for the Information of Intending Colonists. 1856.

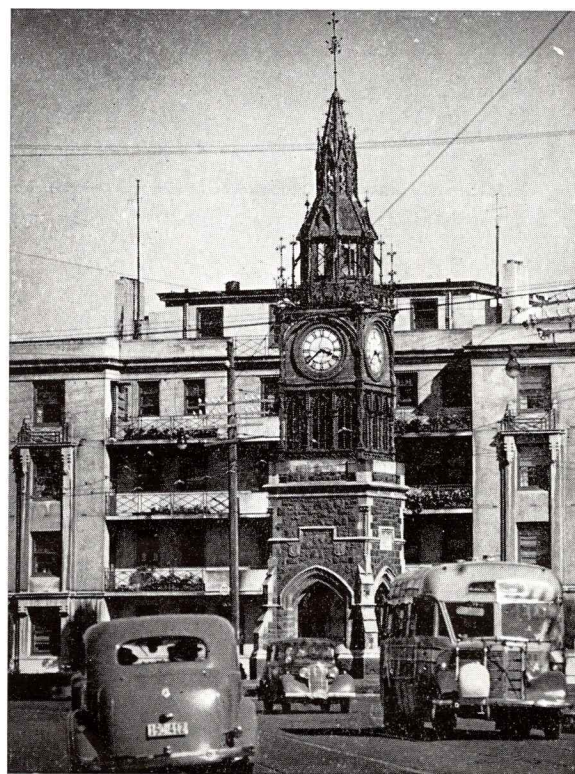




Growing buildings have changed the view across Cathedral Square towards the "Bottleneck" during the past fifty years, and wood has turned to stone and concrete.



How they bicycled in Christchurch in knickerbocker days. There have always been more cyclists in the city than in any other part of New Zealand.



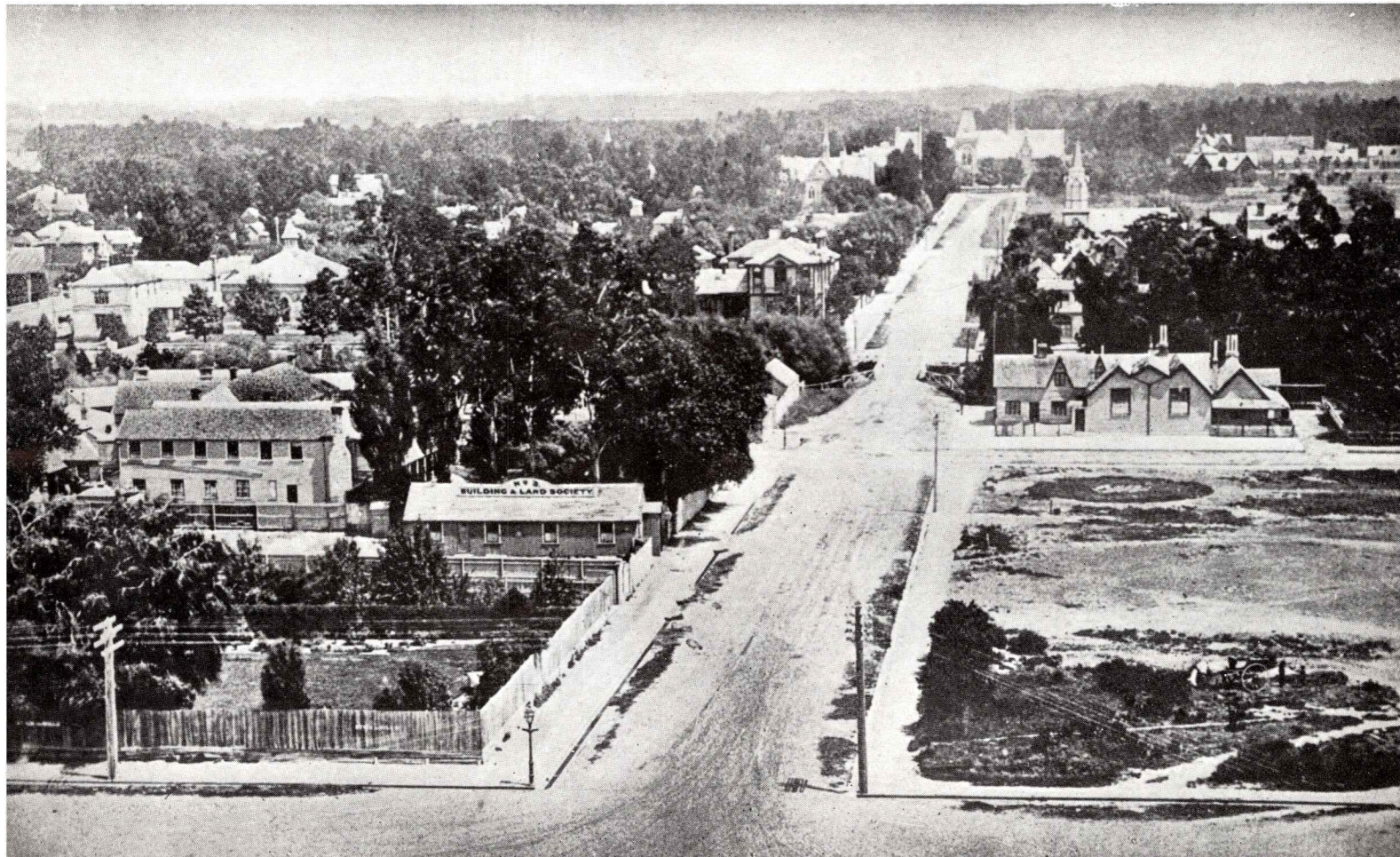
This iron clock tower was intended for the Provincial Council building but was erected at the High-Manchester street corner and later moved to Victoria Street.

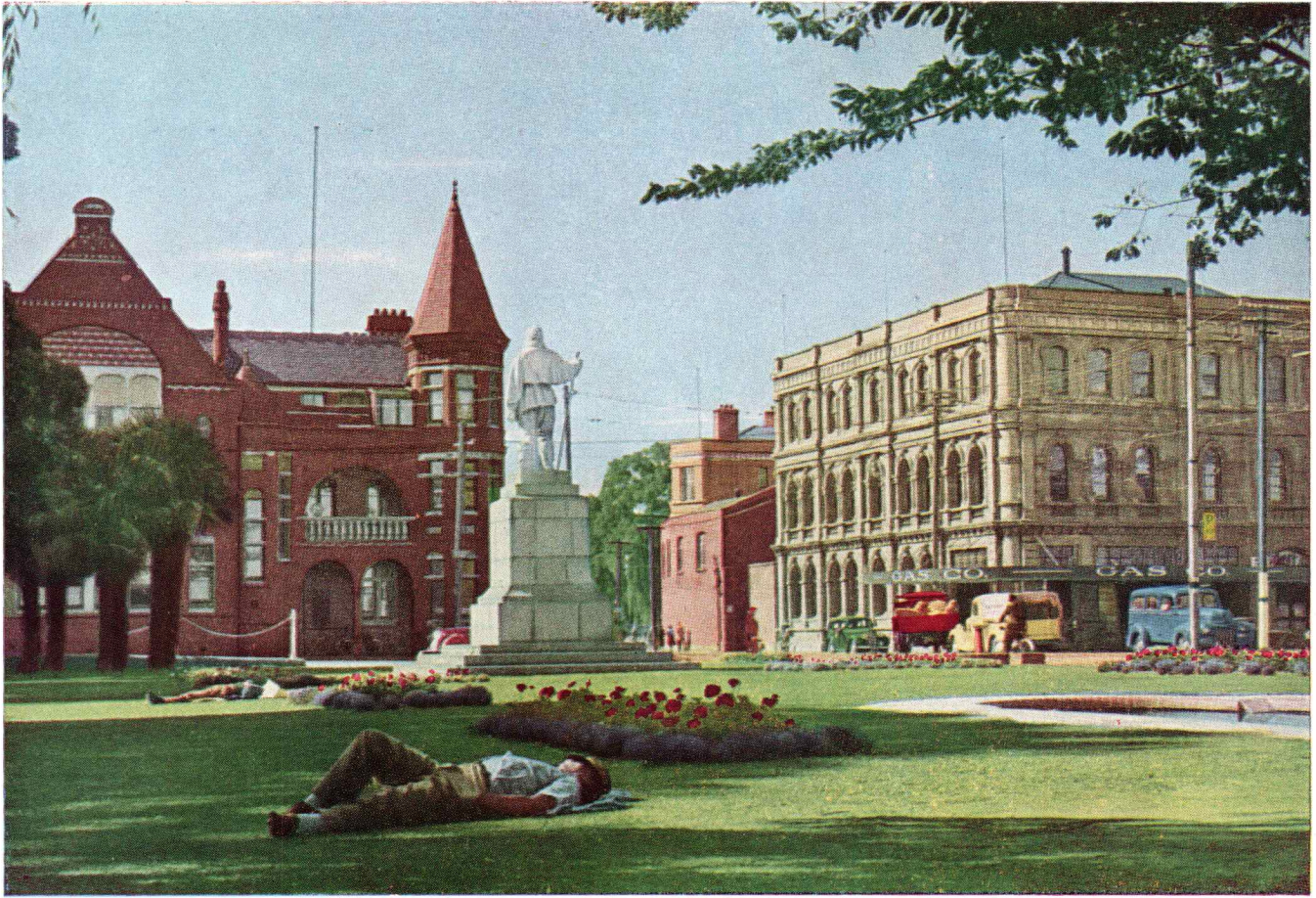
THE CHANGING SCENE

DURING its first decade, Christchurch was the rendezvous for young men of means in search of land. These brought to the township an urge for amusement. Balls, regattas, athletic sports and races were the order of the day and Provincial Council elections were of supreme importance; indeed the office of no modern Minister of the Crown approached that of the Superintendent of Canterbury in either dignity or authority. The 1860s saw Provincial Government at its zenith; they brought too, the discovery of gold on the West Coast, the arrival of Cobb and Co. coaches and the start of the Lyttelton tunnel. These were the days when the population of Christchurch exceeded 2,000. The town boasted a Supreme Court, a club, a college, banks and warehouses, and its port of Heathcote five miles away was linked to the town by the first railway in the country. In 1862 Christchurch elected its first Municipal Council. Soon its merchants were dealing with wool and lambs from almost a million sheep. The 1880s brought the freezing industry and fresh prosperity to the province.



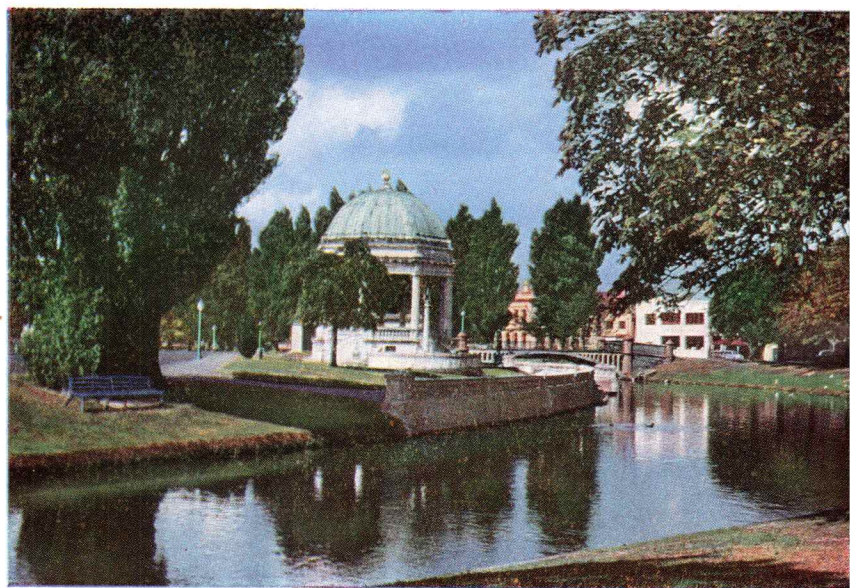
WORCESTER STREET, LOOKING WEST TOWARDS THE MUSEUM FROM THE CATHEDRAL BALCONY SEVENTY YEARS AGO





The Basilica in Barbadoes Street was built under the direction of Bishop Grimes, first Roman Catholic Bishop of Christchurch.

The warm summer sun shines down on the statue of Captain Scott, the great Antarctic explorer, which stands on the banks of the Avon a few minutes' walk from Cathedral Square.



The Edmonds Band Rotunda beside the Avon and near the city's busy streets, is the setting for band recitals on summer evenings.



Colombo Street, the longest straight street in New Zealand, runs due north through the city from the foot of the Port Hills. This is the view looking south towards Cathedral Square from Cambridge Terrace.

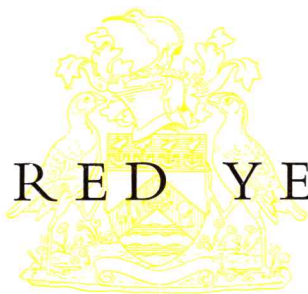
Christchurch To-day



Hereford Street, where many city offices are situated: a view eastwards from the bridge over the Avon. On the left is the new Post Office.



ONE HUNDRED YEARS AFTER



CHRISTCHURCH to-day still bears many of the characteristics intended for it by its founders—a city, for all its commercial activity and recent rapid industrial development, always marked by a quieter, more sedate, perhaps more gracious manner of life than is readily found in the other main centres of New Zealand.

The first settlers came to Canterbury with the intention of settling down to a life of steady work; they were not attracted here by schemes of ruthless exploitation of natural resources. They took time to think of the future of their city and the form it was to take, so that to-day it is very much as they planned it. They even tried to choose their settlers: this was not a place for all and sundry to come to with the aim of “getting rich quick”; it was to be the home of a community representing the best elements in English society of their day. The result is that Christchurch gives the impression that very little has been left to chance; it has something of the stability that comes from respected tradition. Its people are proud that the city carries this mark, even if they do periodically wonder whether they are not a little slow in pushing their claims against those of other parts of the country.

Looking at Christchurch, one feels it is characteristic that the Cathedral, standing in the centre of a spacious square, should dominate the town. It was set there in the first place; a space did not have to be found for it as an afterthought of later times. And all about are to be found open spaces, ensuring that commerce will not completely monopolise the scene and leave no room for the refreshing sight of trees and grass. The streets, laid out to a pattern, are wide and straight—not wide enough, perhaps, for the requirements of modern traffic, but far more convenient than those of many cities which have grown up in more haphazard fashion.

Though Christchurch was built on flat land its settlers found here an opportunity to develop one of its greatest charms—its splendid gardens, both public and private. With space everywhere available, the city spread out; and the garden requirements of the average Christchurch householder became greater than those of most city dwellers. A walk round the suburbs will show that this is so: the streets are bordered with

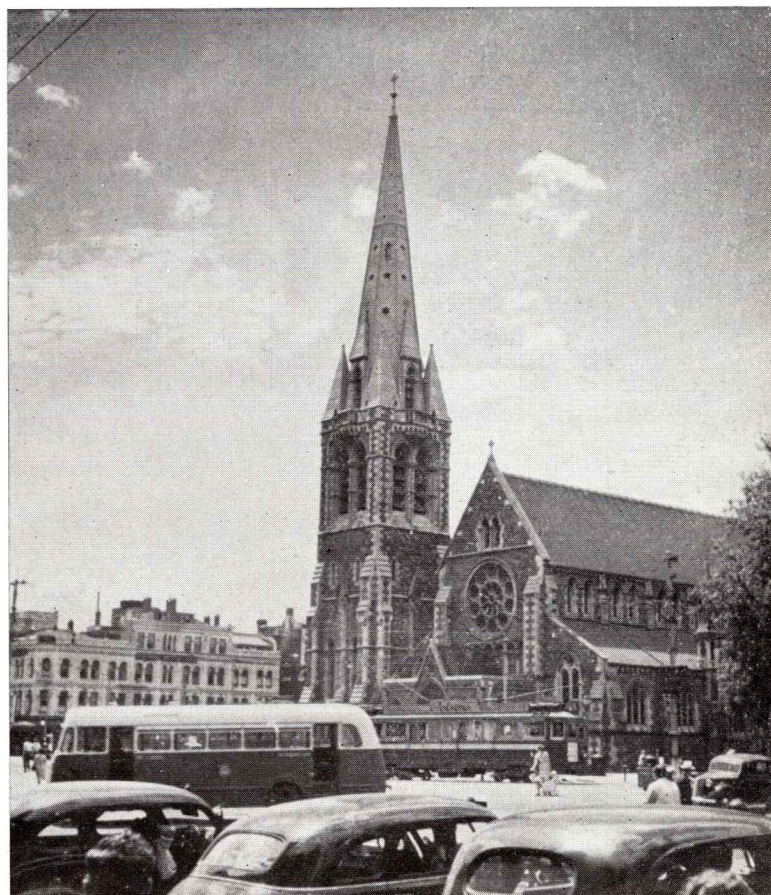
shrubs and ornamental trees running along the fence lines, with lawns and flower beds behind them in endless variety.

Factories, especially those in the city and more populous suburbs, share this feeling of pride. Many of them are surrounded with well laid out grounds, and they vie with one another to be considered leaders in this expression of civic pride, for it is characteristic of Christchurch that even competitive industry should find time to consider the beauty of the city.

But in Hagley Park and the Botanic Gardens are to be found the main attractions of the city. The park is a further example of early foresight. Scarcely more than five minutes' walk from the business area, it presents a broad expanse of grassland, adorned with plantations of English deciduous trees, offering surroundings for rest and recreation that are both delightful and dignified.

The Botanic Gardens are in an area of the park enclosed by a hairpin bend of the Avon. These gardens may well be the best in the Southern Hemisphere; at any rate a famous Swedish botanist said so when he

Space did not have to be found for it as an afterthought



Christchurch from the air, looking east across the city to the coast at Brighton

was here on a visit a few years ago. It is not generally known that those in charge of the gardens have kept constantly in touch with other authorities in every part of the world for the interchange of material and ideas. The everyday visitor sees only the beauty of spacious lawns, elegant classical landscapes formed by the artistic plantings of trees; pools and rockeries; conservatories; shrubs, flowers, and the willow-fringed Avon.

The romantic spirit that caused the founders of the province to dream of it as a piece of nineteenth-century England, perhaps naturally led to a preference for Gothic architecture—then approaching the height of its revival—for the public buildings of Christchurch. The result of this is strongly impressed upon the appearance of the city to-day. Gothic, of course, had been the natural choice for the Cathedral; in the old Provincial Council buildings the style was even adapted to a wooden structure; it was used for the

Museum, the Supreme Court, the University College, and early school buildings. It may of course, be a question whether these traditional forms were the best for some of the requirements of a growing community. The Museum and Supreme Court buildings, for instance, have fallen short of modern needs. At the University College the temporary sheds and scientific installations surrounding the old stone buildings make a vivid picture of the break between the present and the past. A plate on one of the walls marks the basement where Sir Ernest Rutherford carried out some of his early experiments; it is difficult to associate the atmosphere that was to be created by these old buildings with the age of atomic development that has grown out of his work.

Most recent, charming in its plan and execution, the subject of not a little controversy, and perhaps the most oddly-placed piece of Gothic architecture, is the *Sign of the Takahe*, the trampers' rest-house at the tram

DAFFODILS AT WOODLAND, IN HAGLEY PARK



terminus on the Cashmere Hills. Of this there is a story among journalists that Reuter's News Agency once asked its representative to send a news story about the medieval castle built in the New Zealand bush.

Modern concrete buildings are rising up where the old pioneers built in stone. Yet one feels that all these old buildings are an essential part of Christchurch; they help to form its character just as do the parks and gardens; and it would not be the Christchurch we know had everything been done on a utilitarian basis.

Where Christchurch is most utilitarian it is, indeed, not at its best—in some parts of the business area. Agglomerations of small, often pretentious, and ill-harmonised buildings may be common enough in most busy centres, but where they occur here they contrast markedly with the more dignified concepts of the pioneers. It is good to see changes coming about, to see well-designed modern structures giving a new character to the streets, to see the principle of town planning re-established. For this principle is not new in Christchurch; the early settlers were the most enthusiastic of town planners. Where they planned they gave a beauty and strength to the face of the city which could never be obscured, and which always remains as an incentive to greater efforts.

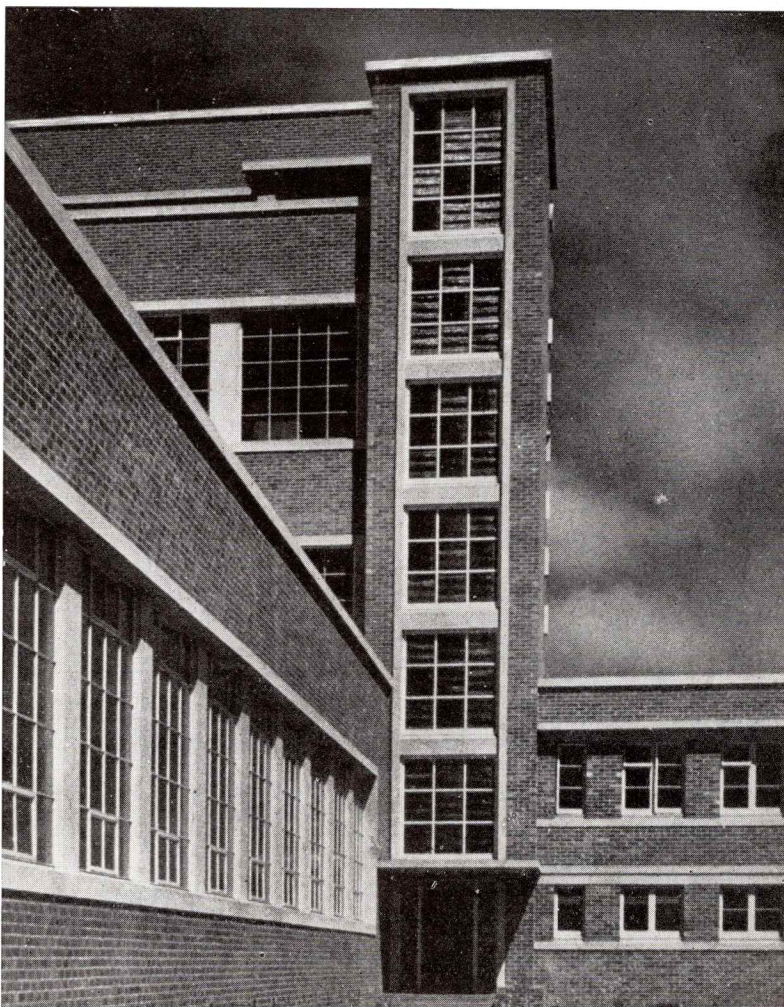
There is still, in Christchurch a great deal of reverence for the past. Experience has taught people to beware of changes or departures from what was intended by the fathers of the settlement. Some think there is a little too much conservatism. But if something of the spirit of the early days is retained it is perhaps not altogether amiss in these times. It is certainly appreciated by the many visitors who come here from overseas and from other parts of the country, and they seldom fail to notice and comment on this character of the place.

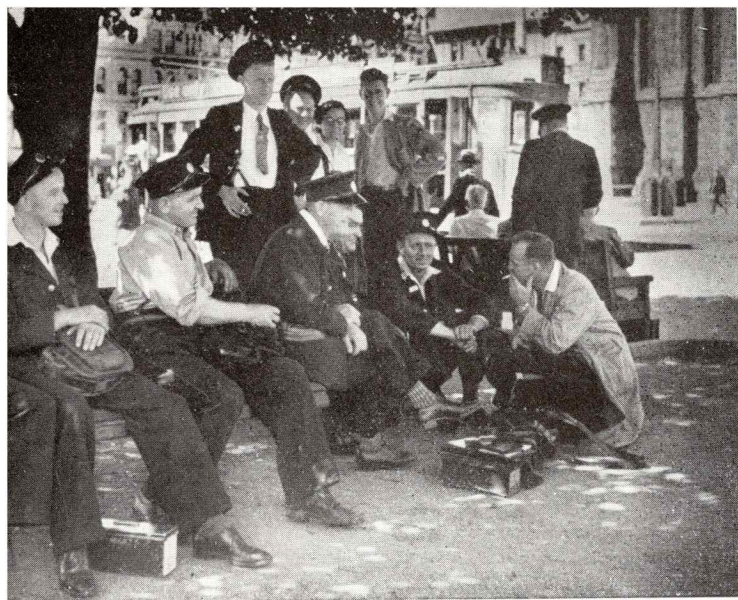


Modern buildings are rising where the pioneers built in stone



All about are open spaces, ensuring that commerce will not completely monopolise the scene and leave no room for the refreshing sight of trees and grass.

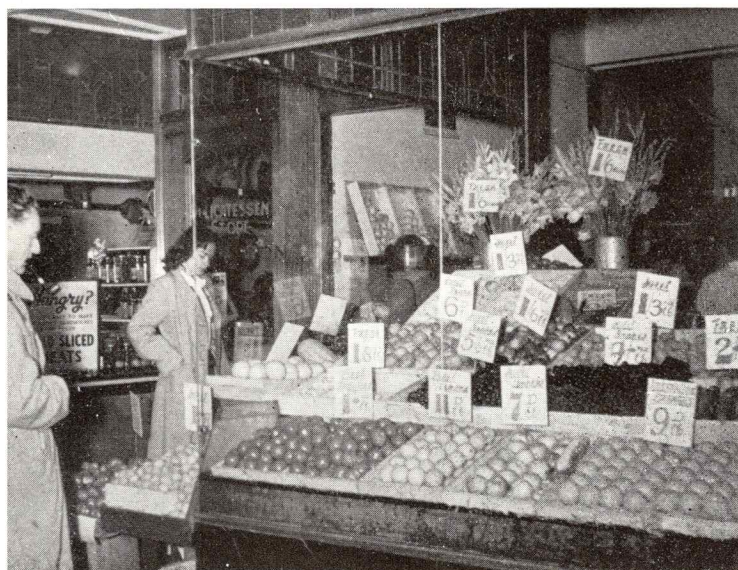




TRAM CONDUCTORS WAIT THEIR TURN IN CATHEDRAL SQUARE



ALONG HIGH STREET, OFFICE WORKERS HURRY TO LUNCH



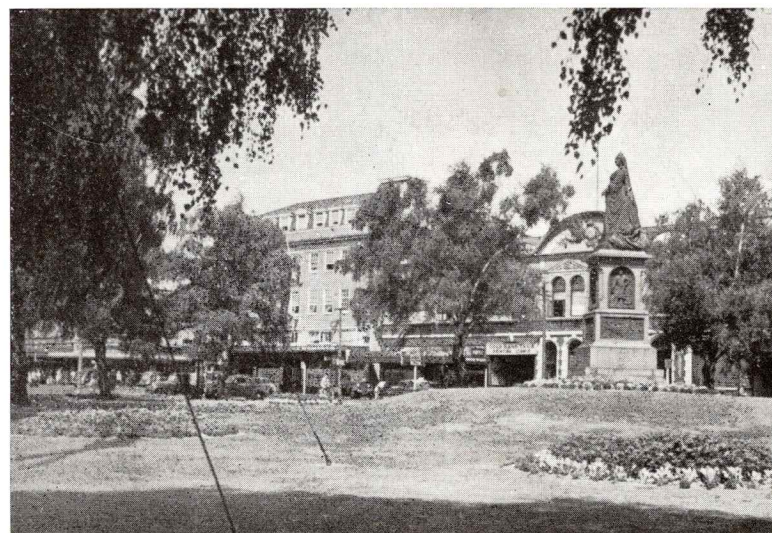
FRUIT SHOP WINDOWS ARE ALWAYS GAY WITH COLOUR



WHITE HELMETS ON THE POLICEMEN SHOW SUMMER'S HERE



A BUSY INTERSECTION, COLOMBO AND GLOUCESTER STREETS

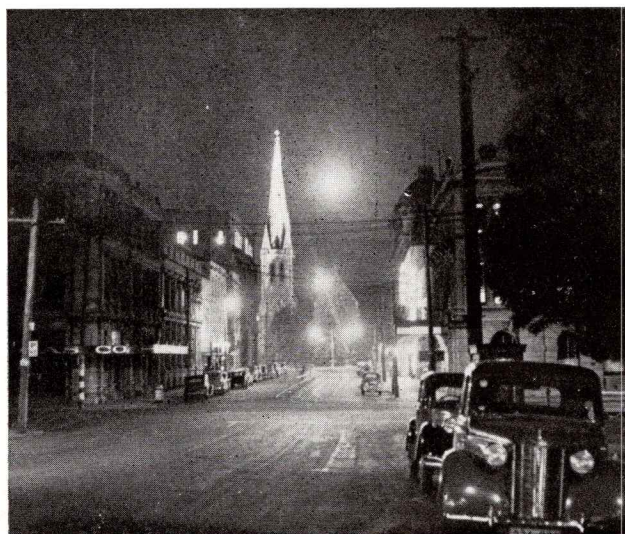


QUEEN VICTORIA NOW REIGNS OVER OLD MARKET SQUARE

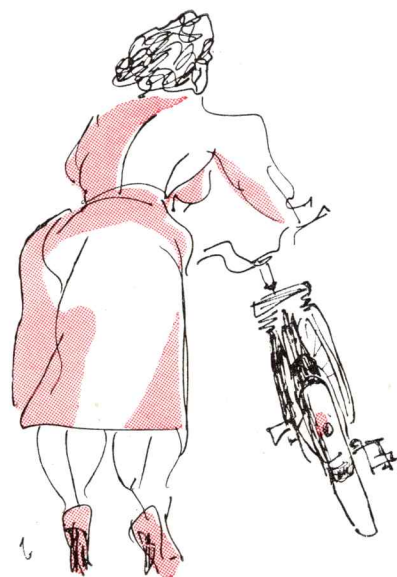


TRAFFIC FROM CATHEDRAL SQUARE COMES DOWN WORCESTER STREET

Seen in the City



THE MOON RISES OVER FLOODLIT CATHEDRAL SPIRE

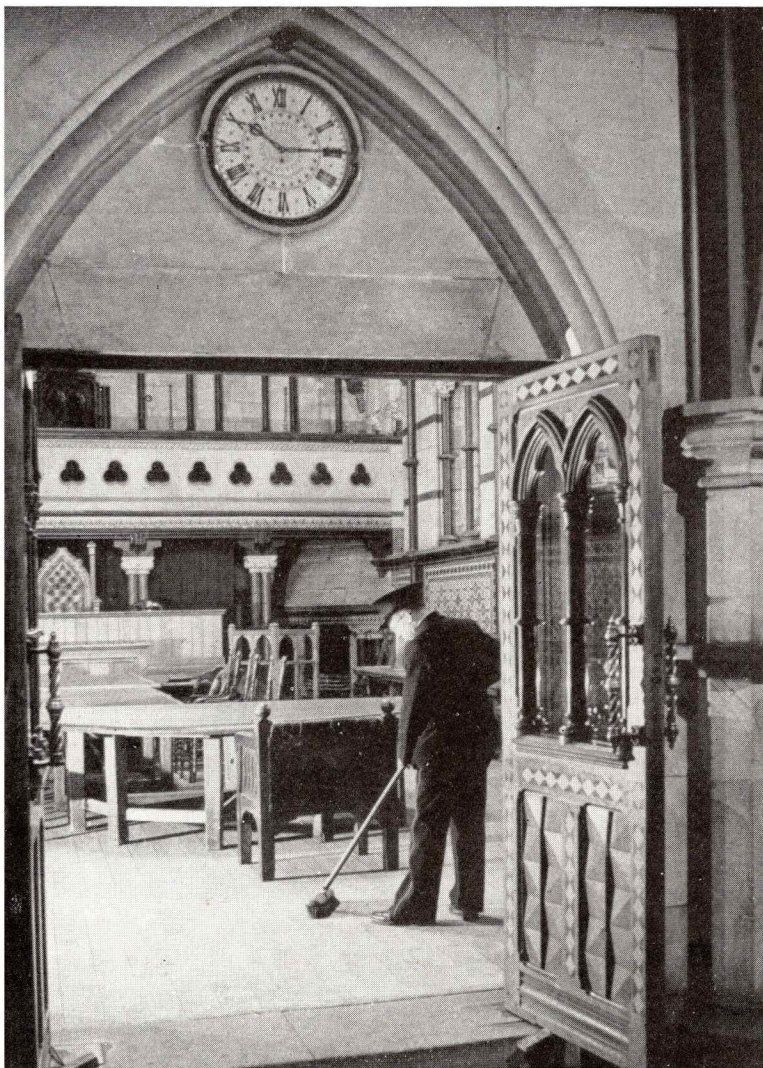


THE PROVINCIAL COUNCIL CHAMBERS

BENJAMIN Mountfort, child of last century's great Gothic Revival, did much to shape the appearance of Christchurch during his years as Provincial Architect, but no building of his has more charm today for the lover of wood and stone than the home of the old Canterbury Provincial Council. On this he lavished all his affection, and the years have given his work a dignity that overcomes the criticism of those who feel that a medieval style is unreal in such a new land.

The first home of the Council was less impressive—a house in Chester Street, described by Mr Henry Sewell as “a low desolate looking wooden tenement all by itself in a potato garden, approached on an open trackless common . . . barely passable in dry weather and miserable in wet”.

Caretaker now looks after the deserted Council Chamber, once the scene of many stormy debates.



Wooden portion of building was to have been replaced by stone, but abolition of provinces prevented work.

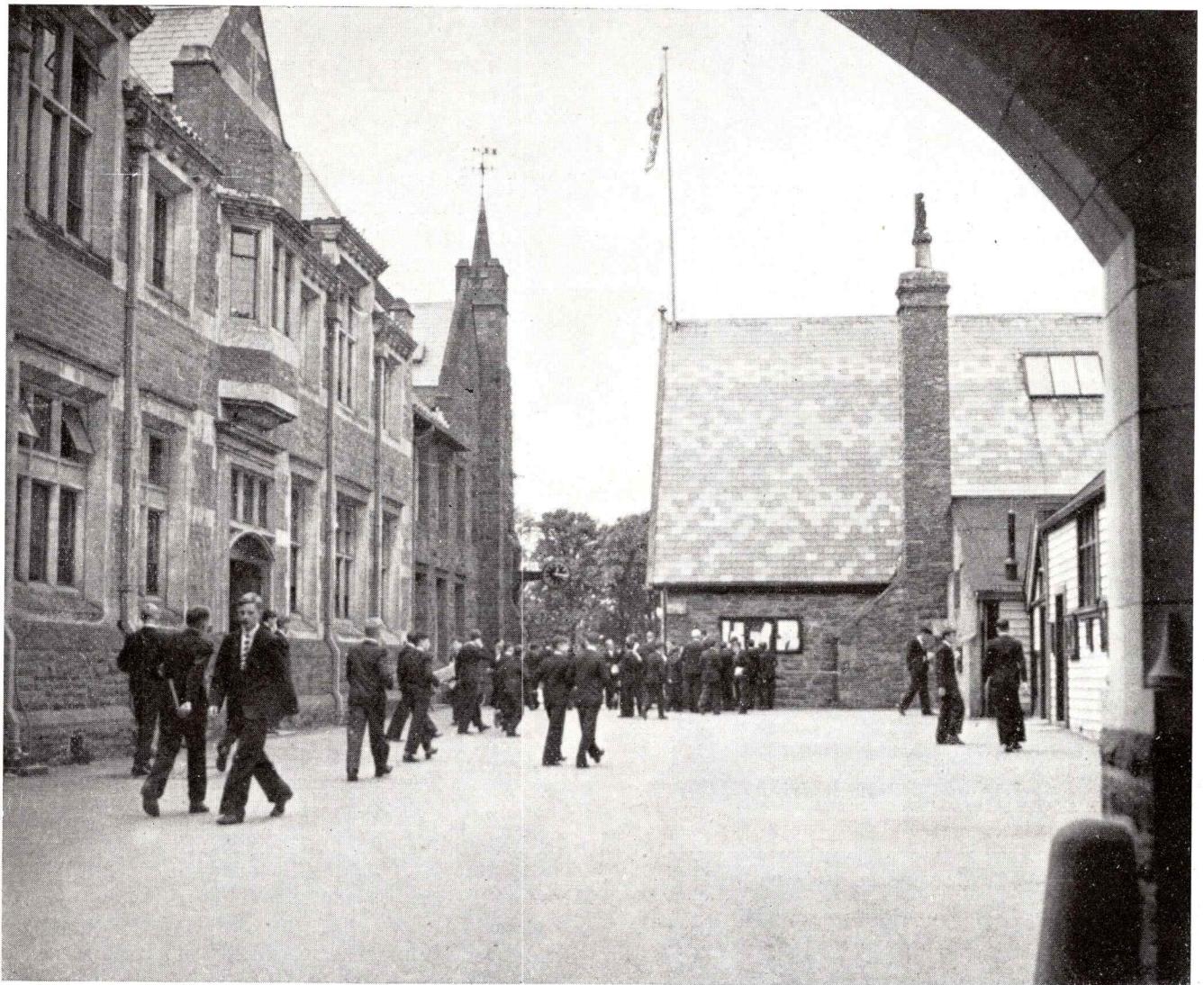
It was not until 1859 that the Council met in a chamber of its own; the Land Room of the Provincial Council Building. There were twelve members of the original Council, increased to twenty-six in 1857 and eventually to forty-four, though the withdrawal of five West Coast members in 1867 reduced the number to thirty-nine.

During the entire life of the Provincial Council there were but four Superintendents: James Edward Fitzgerald, an idealist and brilliant speaker; W. S. Moorhouse, who was largely responsible for the construction of the Lyttelton Tunnel; Samuel Bealey, a capable but matter-of-fact administrator, and William Rolleston, far-seeing, able, obstinate, and a fearless exponent of his views.

The Provincial Council governed Canterbury for twenty-three years (1853-1876). At first there were no political parties in the Council, as we understand them today, but that did not prevent a rapid succession of ministerial crises and bitterly contested debates. Many changes of executive took place over quite trivial questions and the inability of the province to secure a stable administration was a great disadvantage.

That the attitude of the pioneers did not differ greatly from that of government critics today can be seen from these verses by an anonymous contributor to the *Canterbury Rhymes* of 1860.

*Solemn Body! Sacred Spot!
Lukewarm; neither cold nor hot.
Clerk, half nodding, drops a blot.
Opposition talking rot,
How the country goes to pot.
Government regarding not,
Driving on their old jog trot.
Members, independent lot,
Sitting, caring not a jot;
Voting, for they know not what,
Money that they haven't got.
Solemn Body! Sacred Spot!*

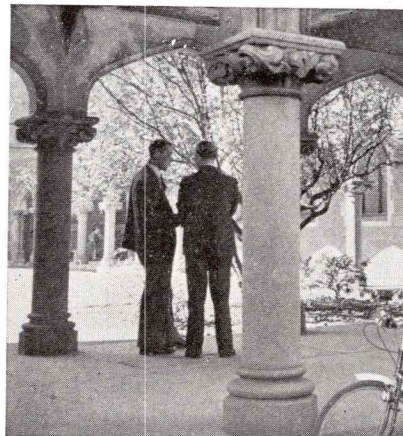


Some Familiar City Buildings

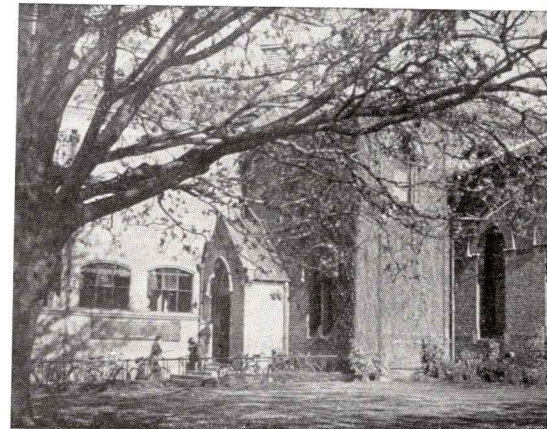
CHRIST'S COLLEGE, founded the same year as the Canterbury Settlement, is modelled on English Public School system.



THE CANTERBURY MUSEUM is featuring special displays of its interesting early colonial exhibits during centennial year.



CANTERBURY UNIVERSITY COLLEGE has produced many distinguished men, including Lord Rutherford, pioneer atomic physicist.



THE PUBLIC LIBRARY will be the largest municipal library in New Zealand when present alterations are completed.



INDUSTRY IN

THE past fifteen years have seen rapid growth in Canterbury's manufacturing, or "secondary" industries. (In New Zealand, farming is known as the "primary" industry.) Economists say this has been due in part to the policy of the Government, which has tried to encourage the industrial independence of New Zealand, and credit is given also to civic authorities who have welcomed this new development with enthusiasm.

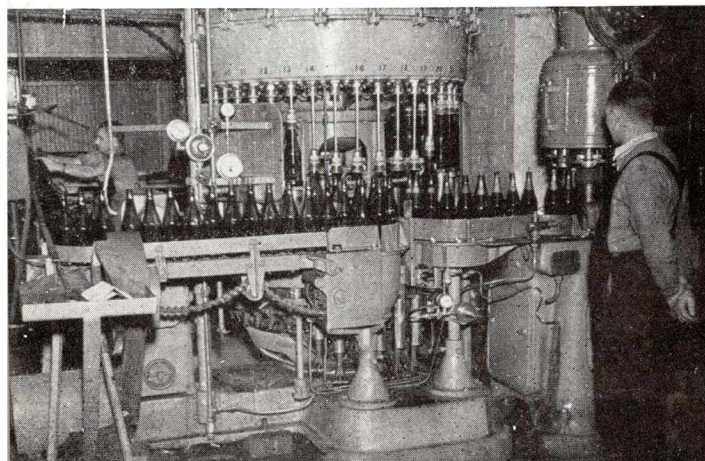
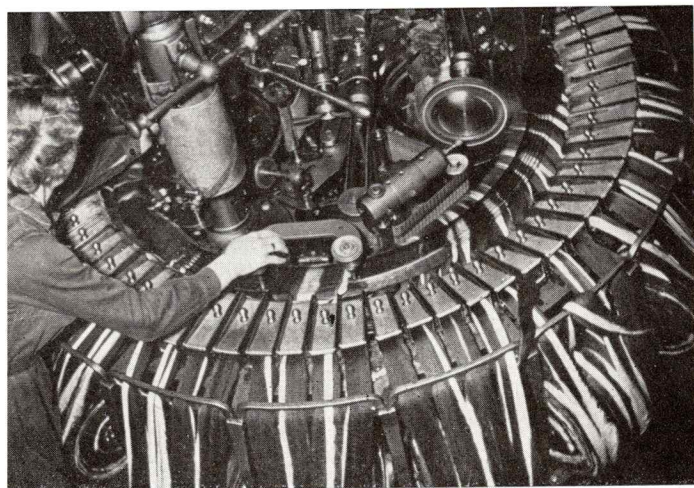
For many years now, there has been restriction on import trade which, has caused local industries to mushroom throughout the Dominion. It has also influenced overseas manufacturers to build huge plants in this country—many of them in Canterbury, where great areas of level land provide seemingly endless room for expansion.

Manufacturers soon recognised that Canterbury's almost unlimited supplies of river and artesian water, her enormous hydro-electric potential, plus easy transport throughout a large and wealthy province, all make the district an inevitable home for industry.

Local authorities, anxious to share in the prosperity that new industries bring, have pointed out Canterbury's nearness to the great forest and coal bearing areas of the South Island. For in a New Zealand temporarily embarrassed by building shortages, this means that companies can contemplate factory construction with more equanimity than elsewhere in the Dominion, and be confident that their plants will be adequately fueled and powered when complete. And Canterbury's alluvial plains, besides providing some of the most productive food growing lands in the world, yield also building stone and pottery clay for tiles and drains, invaluable in the present building boom.

Fortunately this rapid expansion has not been allowed to repeat all the mistakes of similar movements in the past. Town planning schemes already in operation make sure that the growth is orderly and follows a logical plan; that intense industrialisation proceeds in zoned areas most suitable for development; that the beauty of the province will be enhanced, rather than marred, by a proper balance of land uses.

But Canterbury trade has always been based on a farming economy, so it is not strange to find that many of the most important industries have their roots in the soil—woollen and worsted manufacture, meat freezing, wool and hides export, tanning, dairy production, grain and small seeds preparation and marketing, flour milling, agricultural machinery manufacture and the allied food producing industries are all a natural accompaniment of provincial endeavour.

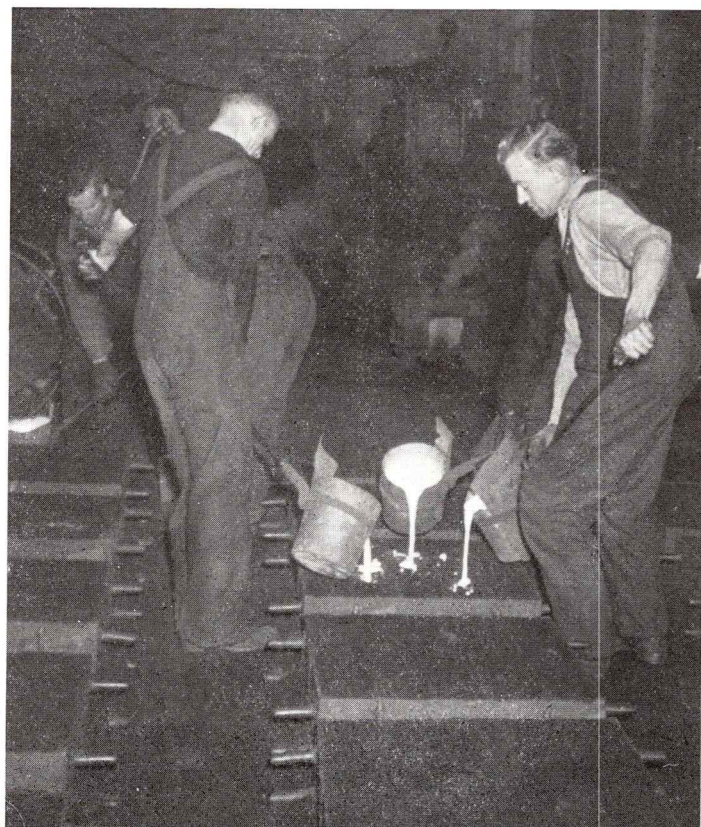
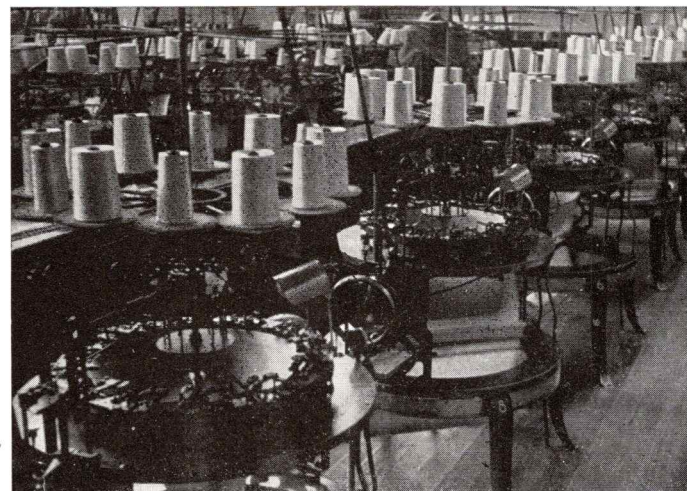
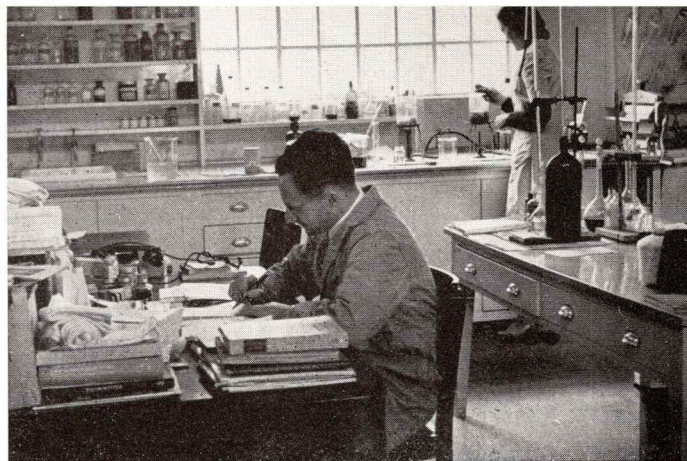


CANTERBURY

Among the major secondary industries which have opened in Canterbury recently are those producing motor tyres, breakfast foods, cotton goods, plywood, steel tubing, carpets, felt and asbestos sheeting. These combined with others earlier established—grain and flour milling, engineering, meat processing, rubber mills, timber and wood working plants, tanneries, footwear and leather goods manufacture, steel works, plastic plants, food processing, dehydration and freezing, motor-car assembly, acetone works, clothing factories, linen flax processing, and the manufacture of such varied products as brushware, biscuits, paints and varnish—all these build up a picture of complete manufacturing effort, within the limits of a population of only 250,000.

Canterbury now realises that it needs more people and is urging the Government to speed up immigration. The housing shortage, legacy of the War and Depression years, has limited this up till now, although at no time has the shortage in Canterbury been as acute as in other parts of New Zealand. The great numbers of homes being built by private owners and by the state housing department hold promise that the worst of this shortage is nearly over.

The key to New Zealand's development is power, and the inexhaustible hydro electric resources of the South Island seem certain to bring to Canterbury a bright industrial future during her second century just beginning.



THE SUMNER ROAD

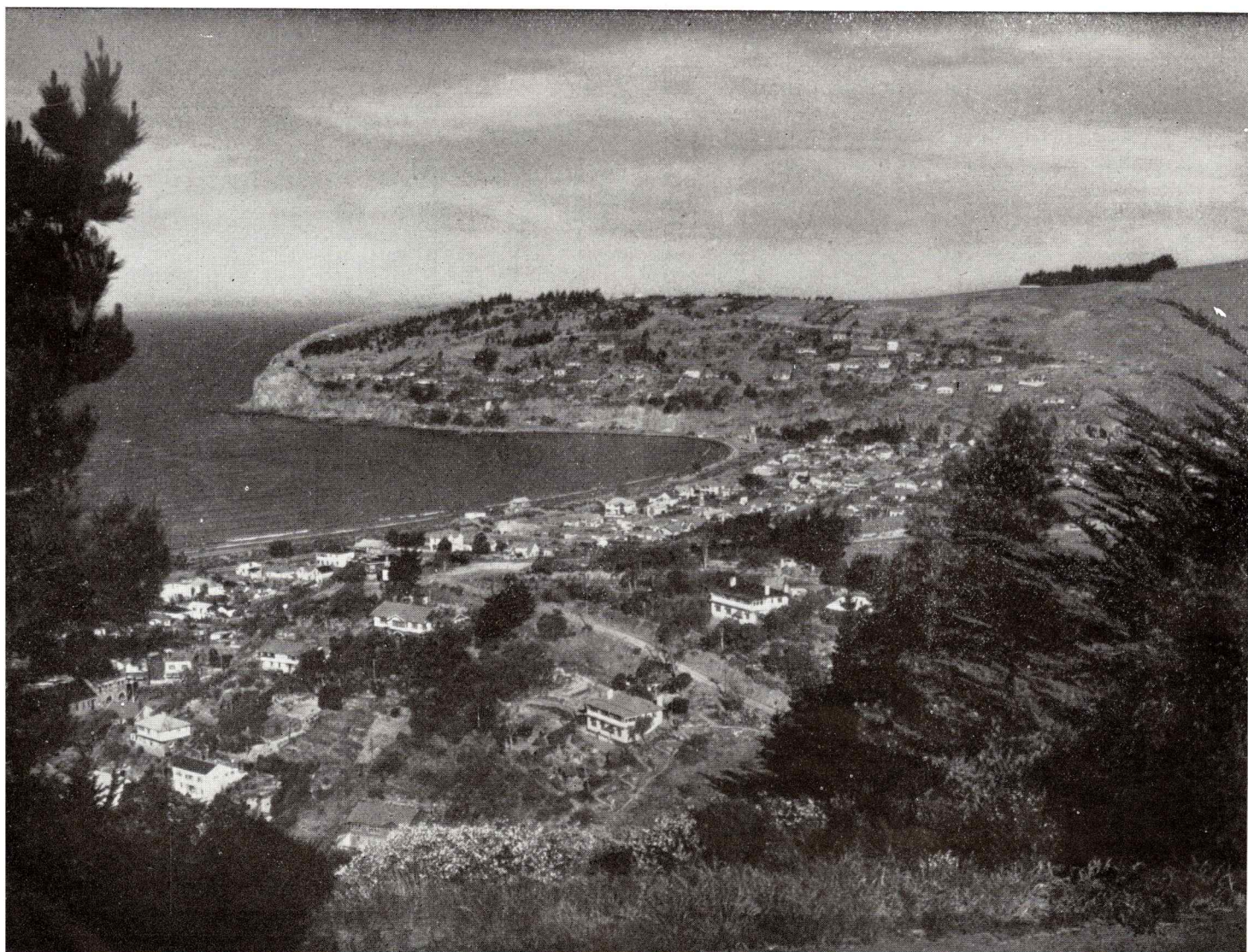
*The Sumner Road, the Sumner Road,
Which burly Thomas first began;
Where Dobson all his skill bestowed,
Fitzgerald drove and Ronnage ran.
Eternal talking still goes on
But nothing save the talk is done.*

FROM CROSBIE WARD'S *Provincial Parodies*
REPUBLICED IN *Canterbury Rhymes*, 1860.

NO subject aroused more spirited controversy in the early days than the proposed road via Sumner to link Christchurch with Lyttelton. Work was begun by Captain Thomas before the arrival of the Canterbury Pilgrims but was halted by Mr. Godley who was alarmed at the cost of the undertaking. So early travellers were forced to walk over the steep Bridle Path from the port while heavy goods went round by sea in boats small enough to cross the Sumner bar.

Many people held that the Bridle Track was the better overland route and Mr. Goulard, the Provincial Secretary, suggested that its steepness could be overcome by building a windlass worked by bullocks at the top of the track. Eventually the Provincial Council undertook to complete the Sumner road. Mr. Dobson, the Provincial Engineer, modified Thomas' sound but expensive plan and carried the road over Evans Pass by a steep zig zag that remained despite frequent protests until the arrival of motor traffic. Superintendent Fitzgerald, who opened the road in 1857, "insisted on risking his own life and that of his friends by driving a tandem over the half-finished zig zag" to the inevitable banquet at Lyttelton, according to a contemporary report. But the road declined in importance with the completion of the Lyttelton rail tunnel and the completion of the equally controversial Tunnel Road will eventually take most motor traffic from the port.

THE VIEW FROM CLIFTON ACROSS THE SEASIDE SUBURB OF SUMNER TO SCARBOROUGH HILL





RECONSTRUCTED SOD COTTAGE NEAR THE HEATHCOTE BRIDGE, ON THE ROAD TO SUMNER



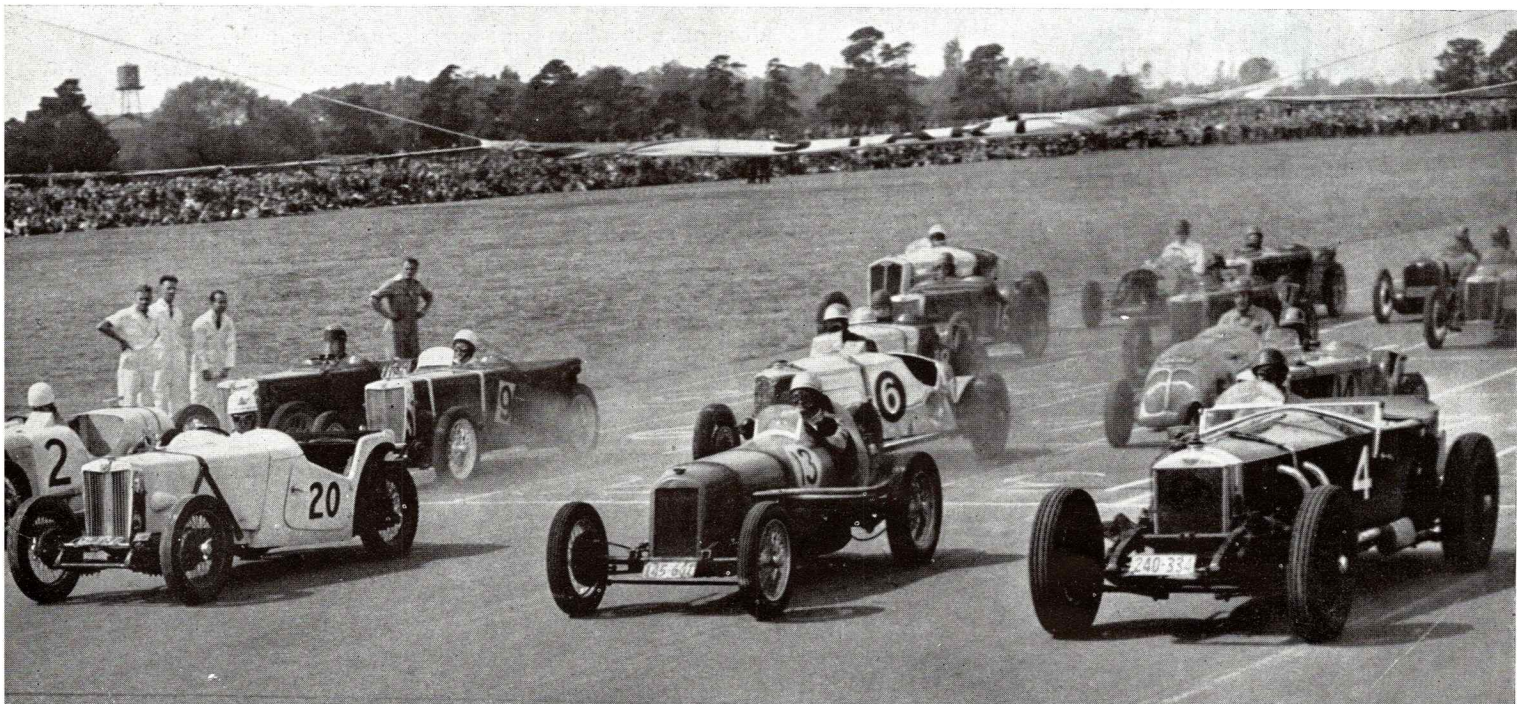
Little trifles that ornament or enliven our houses in England may also give a rough cottage a cheerful look of home, and there is no reason why the same carpet that has done service in England should not again take its place in the parlour to be erected in New Zealand. Indeed, people who imagine they would greatly enjoy the fun of being in want of many articles in daily use at home would be surprised to find how easily a small wooden or cob-built house may be made to approach the pleasantest English houses merely by the arrangement of a few little articles of ornament. If a lady were hesitating whether to pay freight for her piano or a chest of drawers, I would decidedly recommend her to prefer the piano.

EDWARD BROWN FITTON, 1855



Since the earliest race meeting was held in Hagley Park to celebrate the first anniversary of the province, Canterbury has played a big part in the growth of both racing and trotting in this country, and today the courses at Riccarton and Addington (*above*) are among the best in New Zealand. From Canterbury have come many

famous horses. One of the pioneers of the sport was Sir George Clifford, president of the Racing Conference for 34 years and owner of the Stoneyhurst stables in North Canterbury. (*Below*) The start of the 100-mile road race at Wigram which introduced a popular new sport to Canterbury.

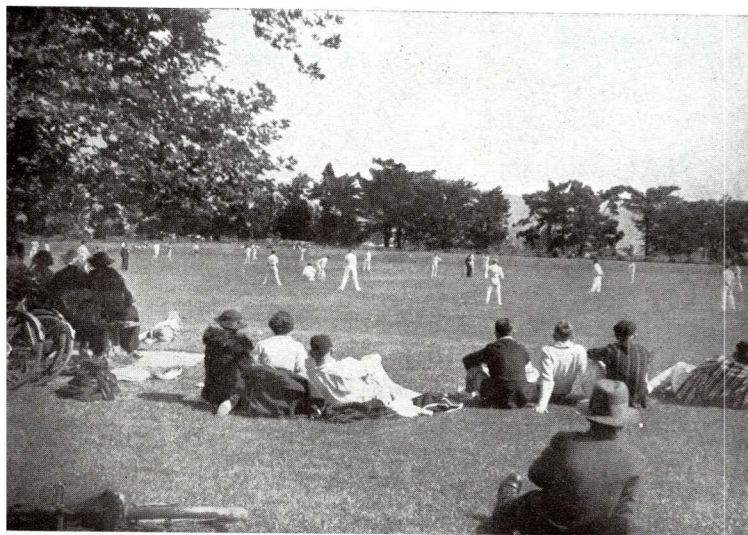




Schoolboy football is a valuable training ground for New Zealand's famed All Blacks and many supporters maintain that the inter-college games produce the brightest football.

Athletes compete at an inter-provincial meeting. Canterbury plans international Centennial Games for 1951 and preparations include construction of new Olympic swimming pool.

S P O R T



The broad fields and shady trees make Hagley Park an ideal setting for Saturday afternoon cricket.





French Farm, one of the many lovely little bays along the shores of Akaroa Harbour.



Boulder Bay lies beyond Taylor's Mistake, near the entrance to Lyttelton Harbour.

BESIDE THE OLD WOODEN PIER, ON THE OCEAN BEACH AT NEW BRIGHTON



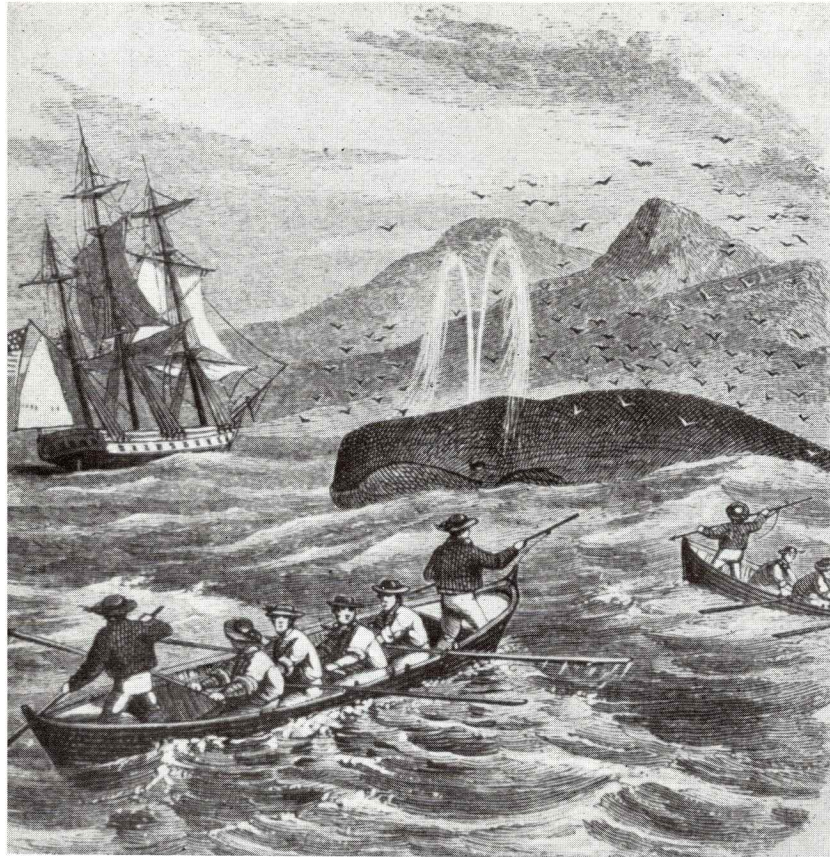


From Scarborough, looking across Sumner Bay and the Estuary of the Avon and Heathcote rivers towards the outer ranges of the Southern Alps.

Beaches and Bays



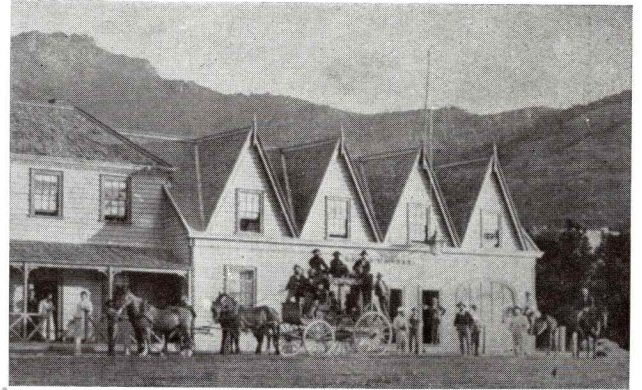
Camp Bay is situated between Purau and Little Port Cooper, in Lyttelton Harbour.



The bays of Banks Peninsula were well known to whalers, sealers and flax traders. Captain Hempleman's whaling station at Peraki was the first permanent European settlement in Canterbury.

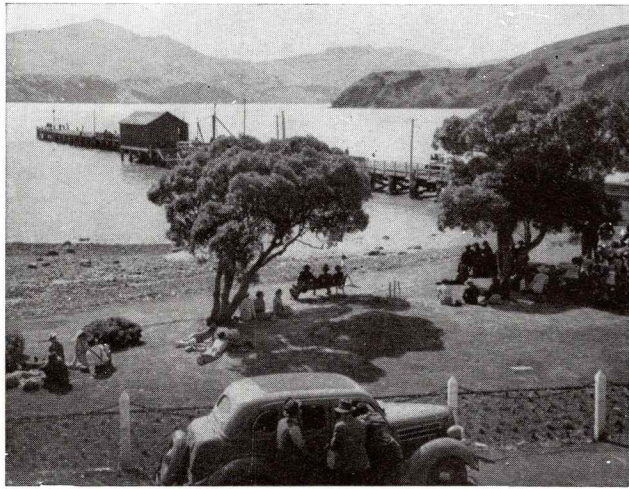
Banks Peninsula

The old Bruce Hotel (*below*) at Akaroa, which was opened by Captain James Bruce after the wreck of his ship *Magnet* in 1842. He became a popular host for whalers and an Akaroa hotel still bears his name.

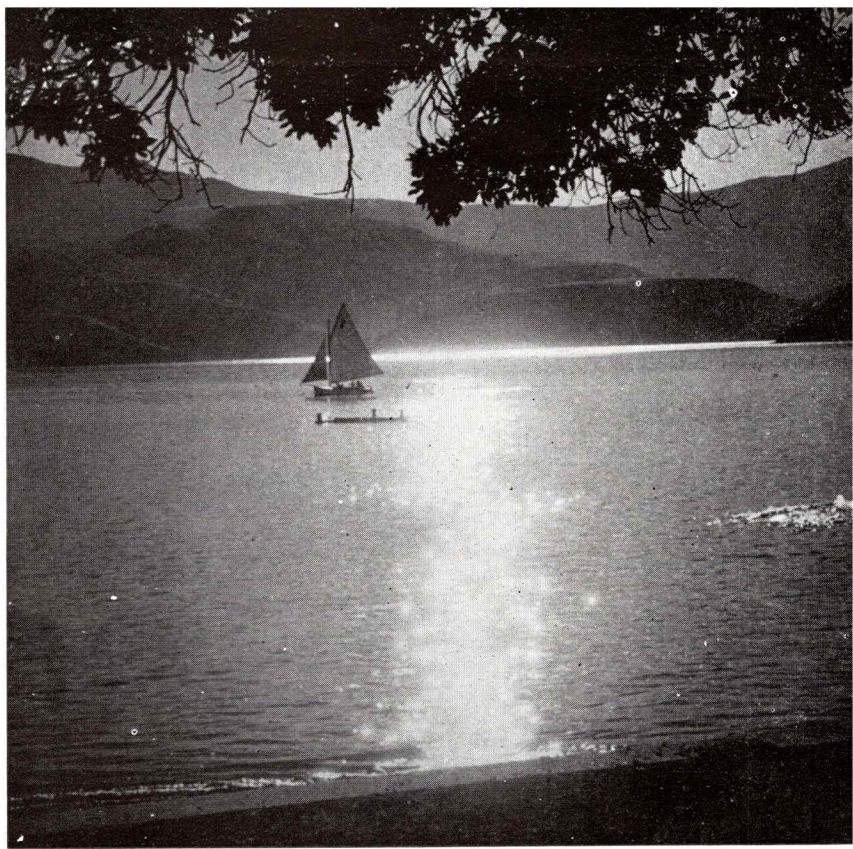


Port Levy (*below*) was once a large Maori settlement and Maoris still regard island in the harbour as *tapu*, for legend says that here landed the first tribes on peninsula.





Holidays bring many visitors to Akaroa to swim, to fish, to tramp the hills, or just to relax in the sun by the peaceful waterfront. Akaroa is about fifty miles from Christchurch by road.



Evening on the quiet waters of Akaroa Harbour. The abundance of bays with safe anchorages makes the peninsula a favourite cruising ground for yachts from Lyttelton.



A Map of the District of CANTERBURY New Zealand

Shewing some of the tracks
and most of the attractions
to be found there

Specially drawn by Robert N. Brett



Surfing at Brighton.

Fearful
traveller
leaving the
Mainland
for the North
Island.

Akaroa.

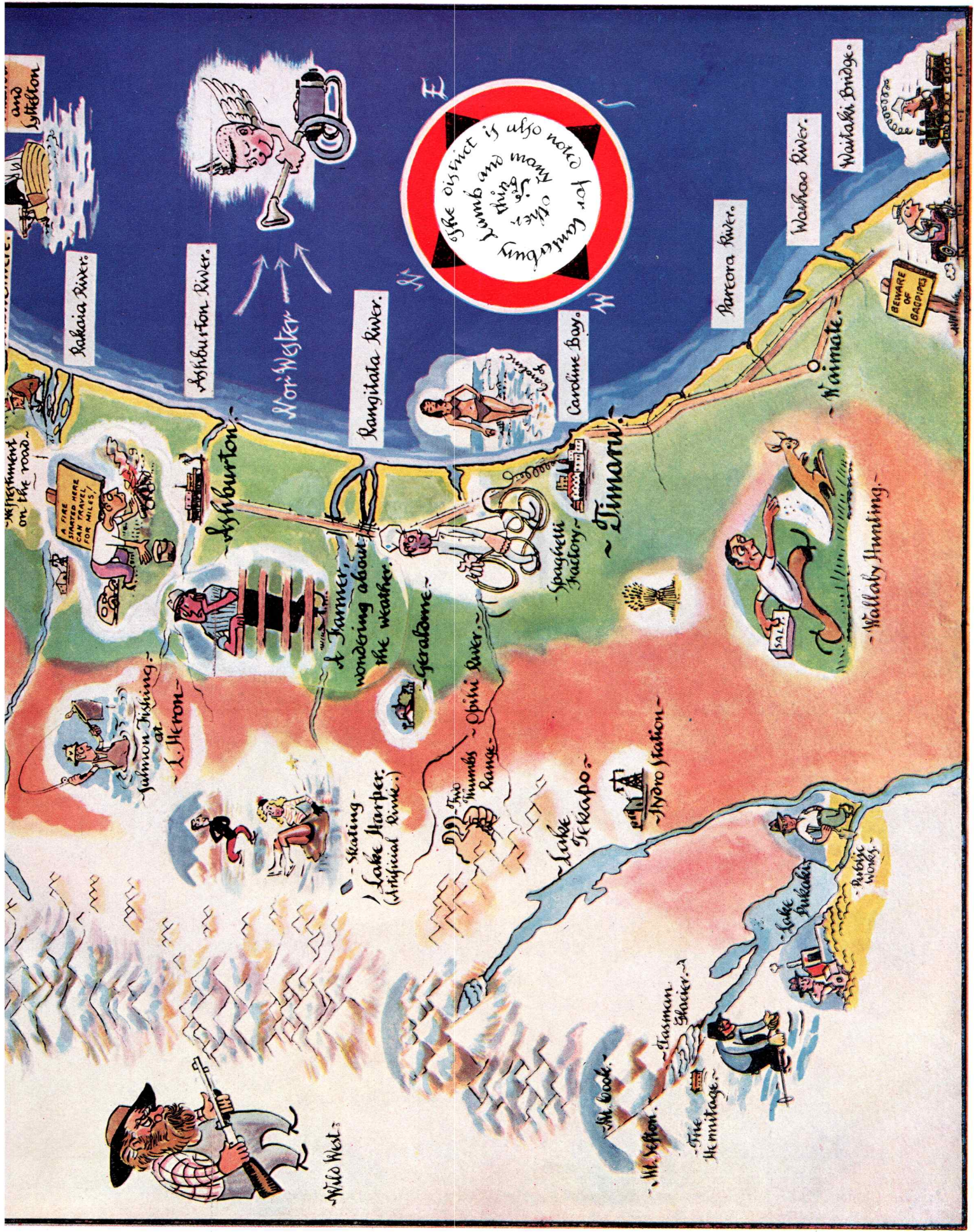
Yachting
from

Shooting at

Good

Unexplored -
anything
can
happen
here.

Aircraft approaching
Harewood from
Melbourne.



the district is also noted
for its many
other things
and many
things
of
Canterbury

and
Lyttelton

Rakaia River.

Ashburton River.

North-West

Rangitata River.

Caroline Bay.

Pareora River.

Waitaki River.

Waitaki Bridge.

on the road.

A FIRE
BURNED HERE
CAN BE AVEL
FOR MILES!

Salmon Fishing
at
L. Heron.

Ashburton.

A Farmer,
wondering about
the weather.

Geraldine.

Opiti River.

Spaghett
Factory.

Timaru.

Wallaby Hunting.

Wallaby Hunting.

Skating
Lake Harper.
(Artificial Lake.)

Two
Humps
Range.

Lake
Tekapo.

Myoro Station.

Public
Works.

Wild West.

Mt. Cook.

Mt. Aspley.

Tasman
Glacier.

Fire
Mortgage.

Lake
Pukaki.



ONE OF THE LARGEST VESSELS TO VISIT LYTTELTON SINCE THE WAR WAS THE *Ceramic*, SEEN HERE ENTERING THE HARBOUR

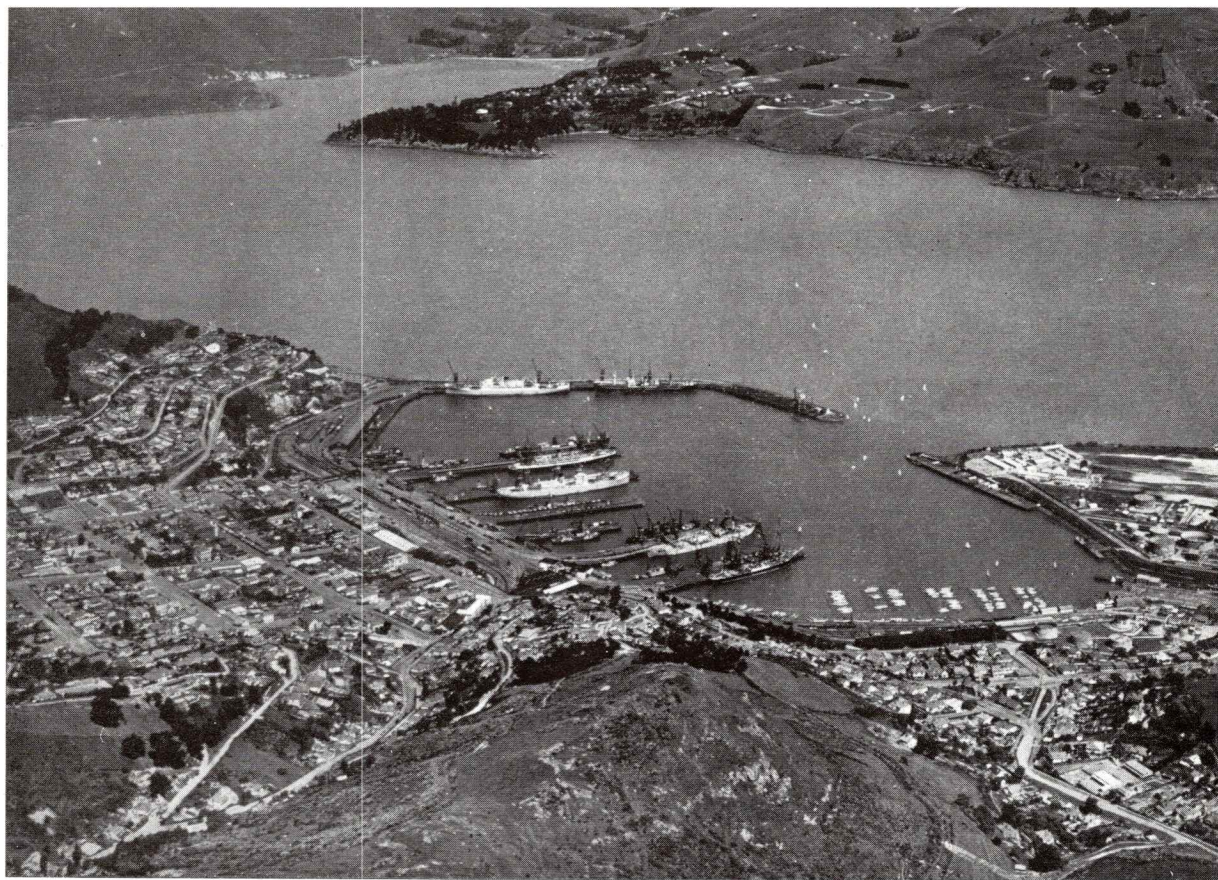


Launches leave Lyttelton for the various harbour bays, including popular Diamond Harbour, across the water from the port.



Fort Jervis on Ripa Island, built in 1885, once held World War I sea raider, von Luckner, for "109 weary days of internment".

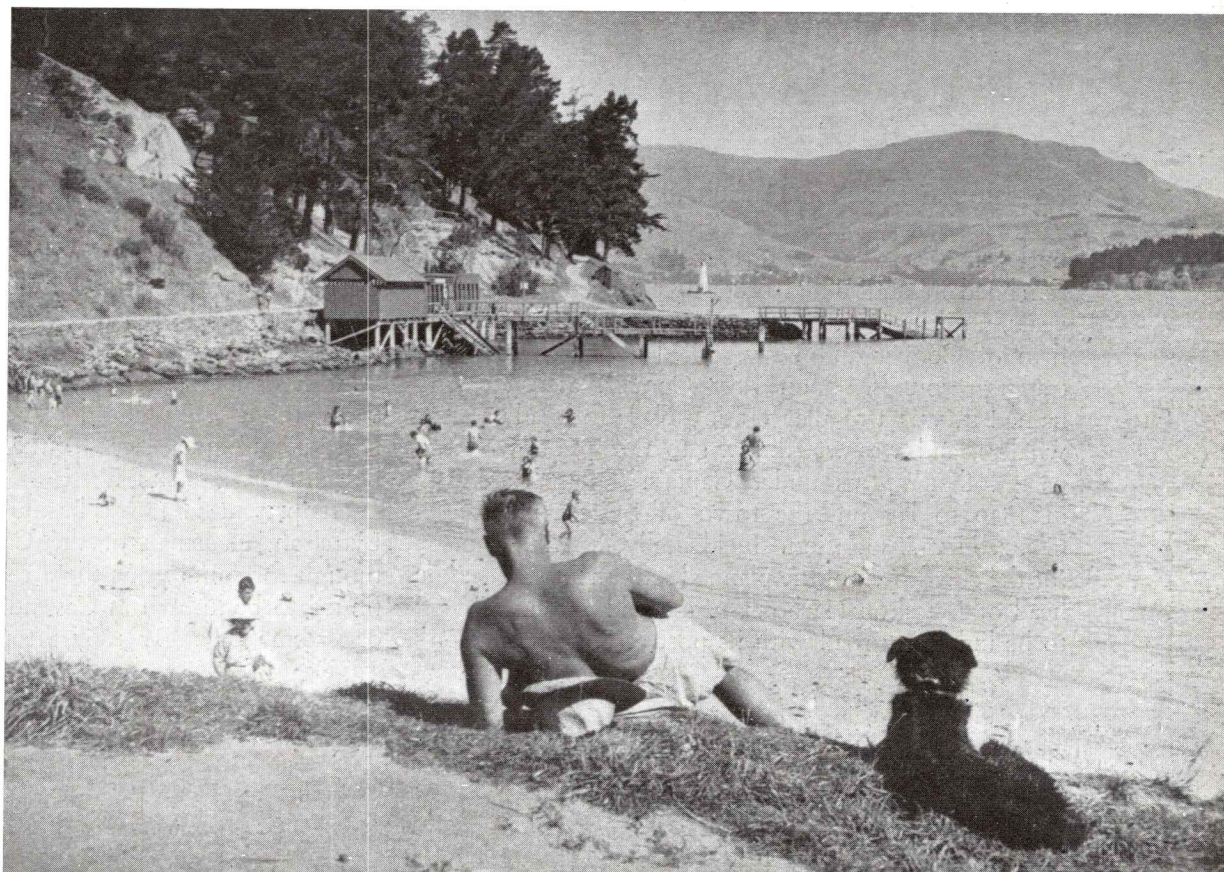
An airview of Lyttelton from above the Port Hills, looking across the town and port towards Purau.



Lyttelton Harbour



Corsair Bay, near Lyttelton, was named after the whaler *Corsair* which went ashore there after catching a whale inside the harbour.





LOOKING ACROSS THE LYTTELTON WHARVES TOWARDS DIAMOND HARBOUR

LYTTELTON

ALTHOUGH Lyttelton Harbour was seen by Captain Cook in 1770, the first European ship to enter the port was *Pegasus*, nearly forty years later. The Maoris remained in undisputed possession for another thirty years, until in 1839, Captain Wiseman, of the Sydney firm of Cooper and Levy, called in search of new trading grounds. Soon Port Cooper, as Wiseman named it, was a regular visiting place for traders and whalers, and was well known to Europeans when a party of surveyors under Captain Thomas arrived in 1849 to lay out the town of Lyttelton for the Canterbury Association. Incidentally, his first choice for the chief town of the planned settlement was at the head of Lyttelton Harbour, near Teddington. It was to be linked by road with its port at Rapaki, and on

the site of what is now Christchurch was to be a country town called Stratford.

Once the sites had been decided, great preparations were made for the arrival of the settlers, 791 of whom reached Lyttelton the following year. One of these, Dr. Barker, makes this comment: "... there at the bottom of a shallow bay lay snugly ensconced the pretty town of Lyttelton. We can scarcely imagine a more picturesque place ... the jetty is considered the best in New Zealand".

Its present name was bestowed in honour of Lord Lyttelton, chairman of the Canterbury Association, though for some years the area of the township continued to be known as Cavendish Bay, Port Victoria or Erskine Bay. By 1867 the problem of communi-

cation between Lyttelton and Christchurch had been solved by the completion of the Moorhouse rail tunnel. Much land was reclaimed with the spoil, and under the kindly eye of the Provincial Government the port was enclosed with breakwaters to provide safe berthing for the clipper ships that were visiting the harbour in large numbers. In 1883 the Graving Dock was opened, to give overhauls to sailing ships after their long voyages from England.

Lyttelton has continued to develop its harbour facilities and handles the greatest volume of shipping in the South Island. The new road tunnel will share the heavy traffic from port to city and the Lyttelton Harbour Board is planning major extensions to coincide with this project. These schemes ensure that Lyttelton will be able to cope with the expanding trade of the province for many years to come.



Coastal shipping from Lyttelton helps to distribute Canterbury's produce to all parts of New Zealand.



ONAWA PENINSULA, IN AKAROA HARBOUR, SCENE OF TE RAUPARAHĀ'S MASSACRE OF THE NGAI TAHU TRIBES IN 1831

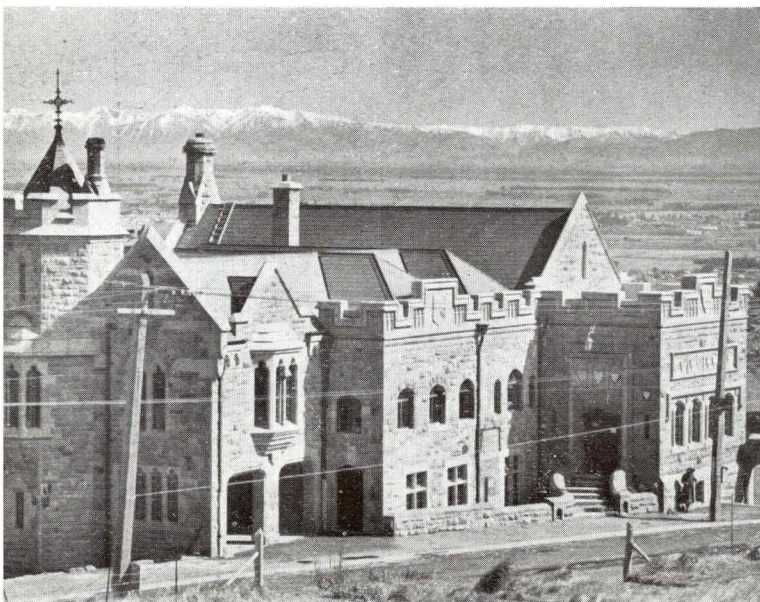


CHRISTCHURCH AT NIGHT FROM THE SUMMIT ROAD

THE SUMMIT ROAD

ONE of the three great panoramas of the world is the view from the Summit Road, which stretches for twenty-four miles along the tops of the Port Hills, above Christchurch and Lyttelton Harbour. To the south for a hundred miles lie the fertile Canterbury Plains, a patchwork of trees and fields, merging slowly at the foot of the hills with the widespread city. To the north is the curve of Pegasus Bay, cut off by the tall Kaikoura mountains, which with the western outer

ranges of the Southern Alps—the “Snowy Ranges” of the early settlers—make a jagged white line across the picture. To the east lie the bays of Lyttelton Harbour and the hills of Banks Peninsula. The smooth sides of the Port Hills with their outcrops of volcanic rock (for Lyttelton Harbour is the flooded crater of an extinct volcano) drop sharply on one side to the waters of the harbour, and slope away on the sunny side to meet the fruit and cherry orchards in the sheltered valleys below.



THE SIGN OF THE TAKAHĒ, recently completed at the Cashmere tram terminus, was first intended as a refreshment house for trampers by H. G. Ell, who pioneered development of Port Hills.

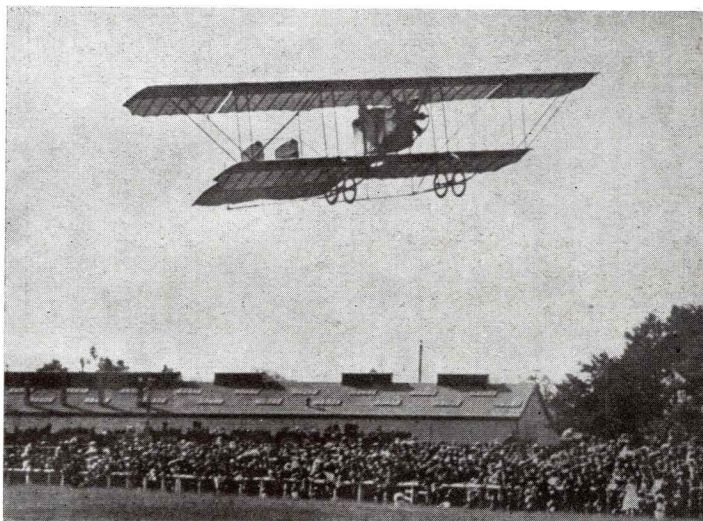


HAREWOOD AIRPORT

CANTERBURY got away to a good start in the air age, due largely to the wisdom of Sir Henry Wigram, one of the great founders of aviation in New Zealand, due also to the foresight of the Christchurch civic authorities who obtained great areas of relatively cheap, well-drained flat land for airfield development close to the city.

Harewood, begun in 1935, and used as a flying training station during the war, is now New Zealand's best potential airport, with almost unlimited space for extension, an unrivalled weather record, and a position only eight miles from the city. It already serves a growing internal air traffic system and is the base of the oldest Aero Club in the Dominion. Modern runways are now being built at Harewood and when alterations are complete it will become the south island's first international airport.

Air travellers' view of the hangars and administrative buildings at Harewood airfield, looking towards the city of Christchurch, only a few miles away.



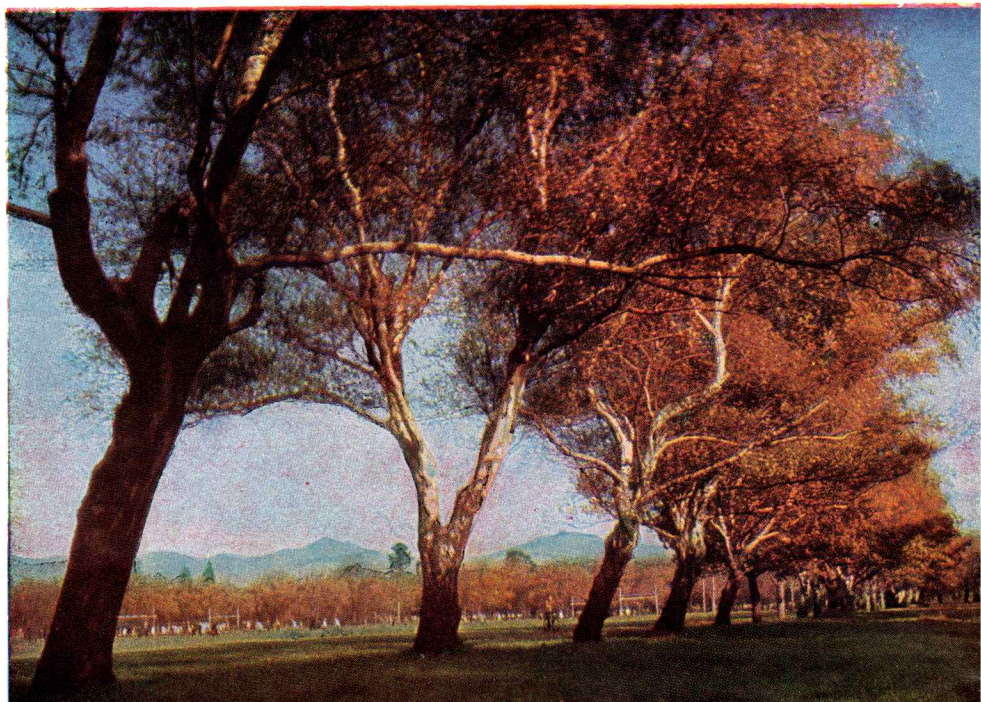
A flying exhibition at Christchurch in 1914 by J. W. H. Scotland. The first regular passenger service, as distinct from air taxi work, began in 1930 between Christchurch and Dunedin.





LOMBARDY POPLARS LINE THE BANKS OF THE AVON NEAR THE CITY

HAGLEY PARK is a reserve of 497 acres in the centre of Christchurch, set aside as parkland in original plan of city. Its trees, gardens and sports grounds make it one of the city's most valuable assets.





AUTUMN LEAVES IN ROLLESTON AVENUE, NEAR HAGLEY PARK

CITY OF TREES

TREES give charm to Christchurch. Nowhere else in New Zealand have trees transplanted from Europe been made to look so much a part of the countryside. With memories of home, the pioneers everywhere planted the trees they knew, and were astonished at the growth in this fresh colonial soil. Some trees in Hagley Park were already well grown when they were shipped from England in huge wooden crates and the sturdiest still survive. The native forest is found only at Deans Bush, near the home of the first settlers on the Canterbury Plains.

Cherry blossoms in Riccarton Avenue which divides the park into North and South Hagley.

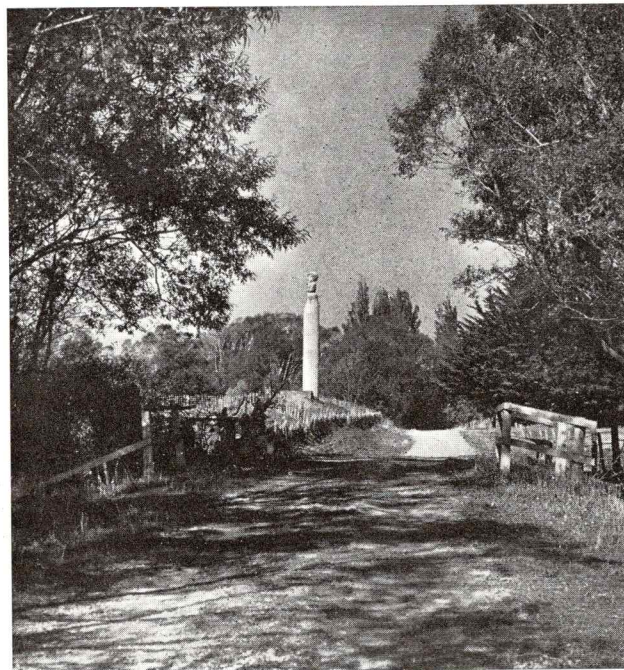




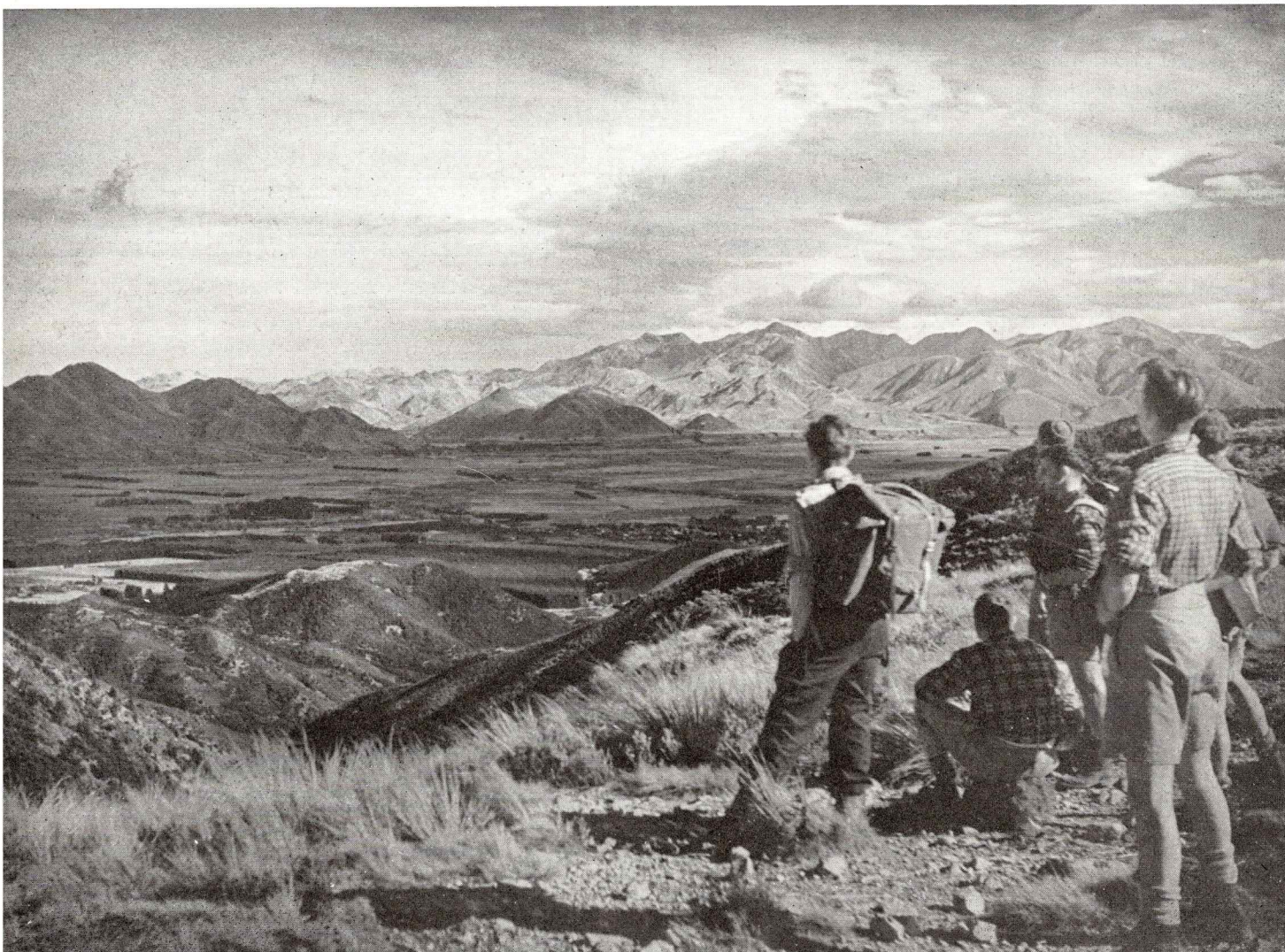
The Magdalen Valley, near the Lewis Pass road, a scenic highway through the Alps that links Canterbury with the West Coast.

Into the Country

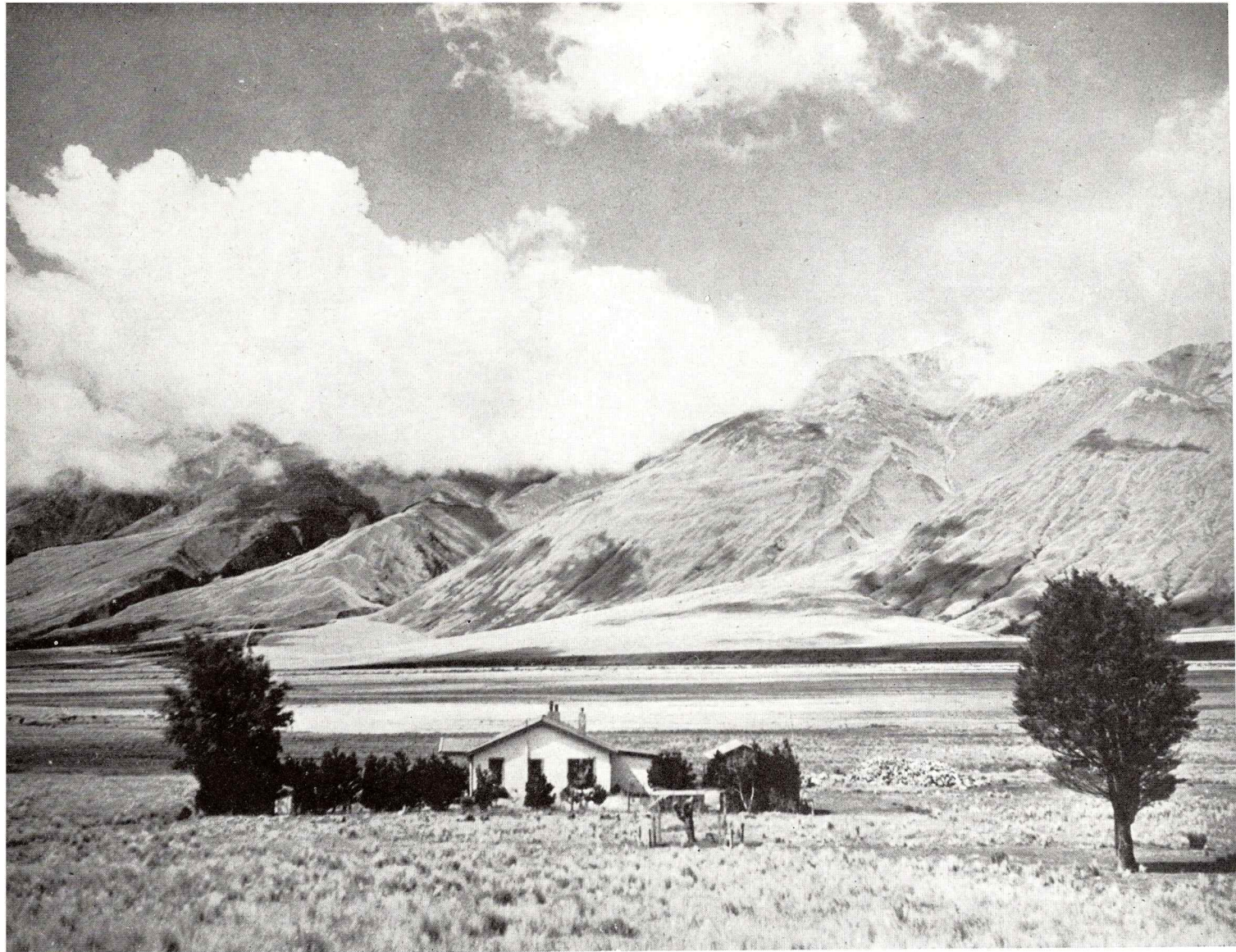
Trampers pause at the top of Jollies Pass to look across the plains near Hanmer Springs, well-known Canterbury thermal resort.



(above) Memorial near the north road from Christchurch marks site of the once famous *pah* of Kaiapohia, sacked by Te Rauparaha. (right) The coastline of Pegasus Bay, from above the mouth of the Waimakariri, looking towards Christchurch.

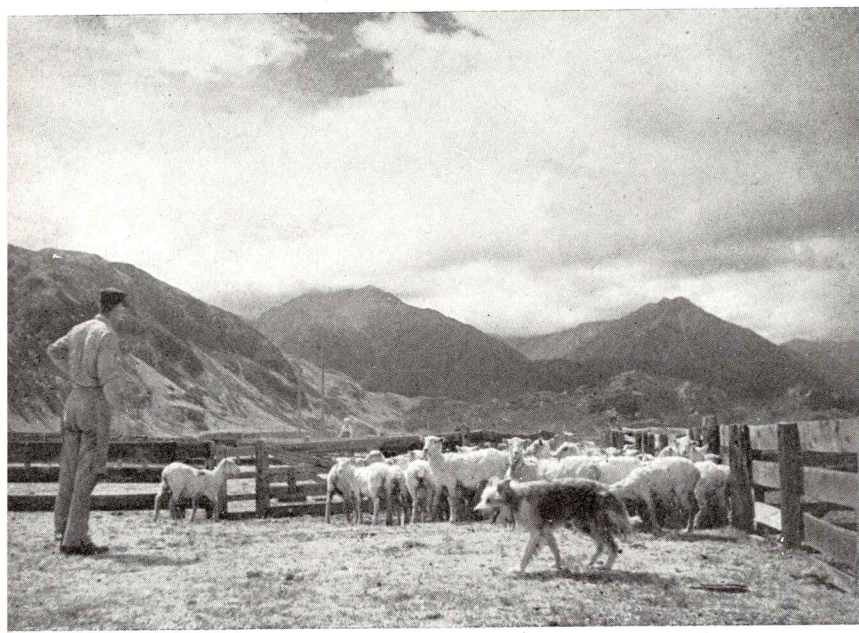




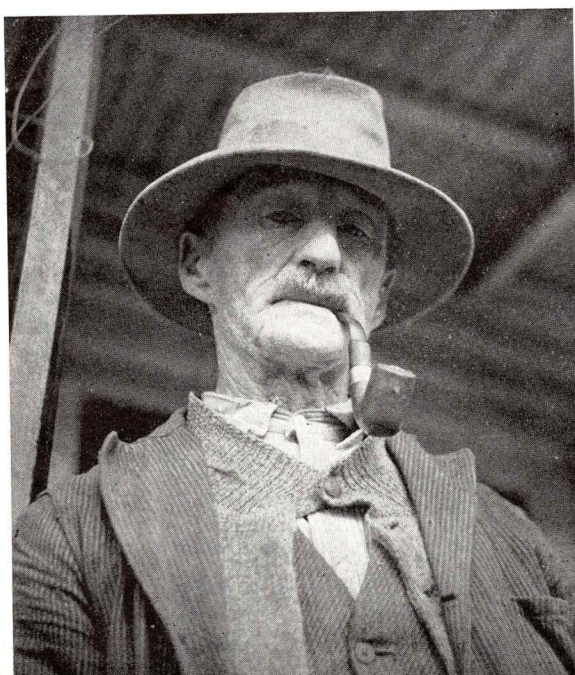


LONELY HOMESTEAD AT MANUKA POINT, RAKAIA VALLEY

(Below) An old timer who has weathered many storms including the great one of 1895. Now his most active days are over, but in the homestead paddocks he can still work his dogs and shepherd the sheep he handles so well.

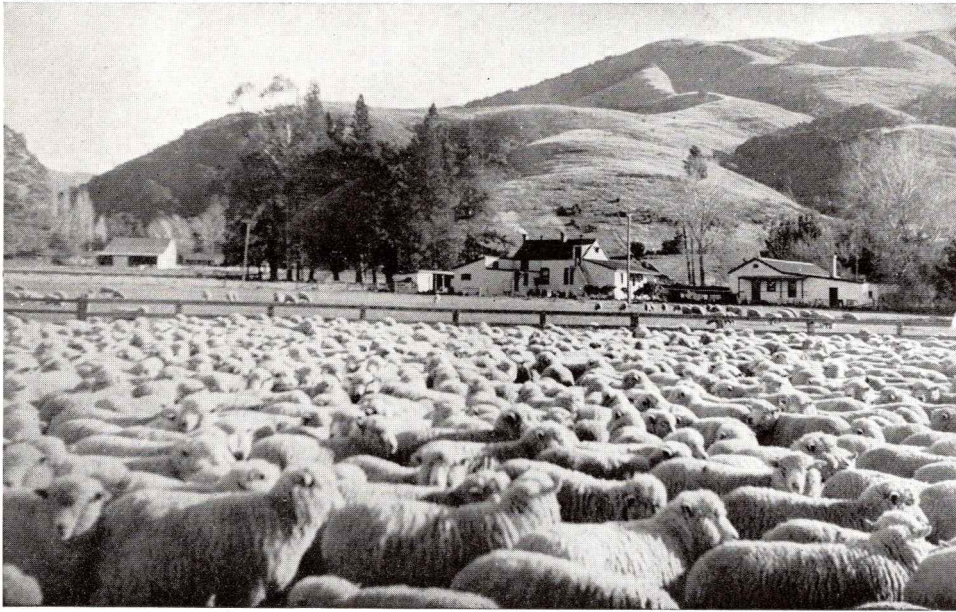


SHEEP YARDED AFTER SHEARING AT GRASMERE STATION

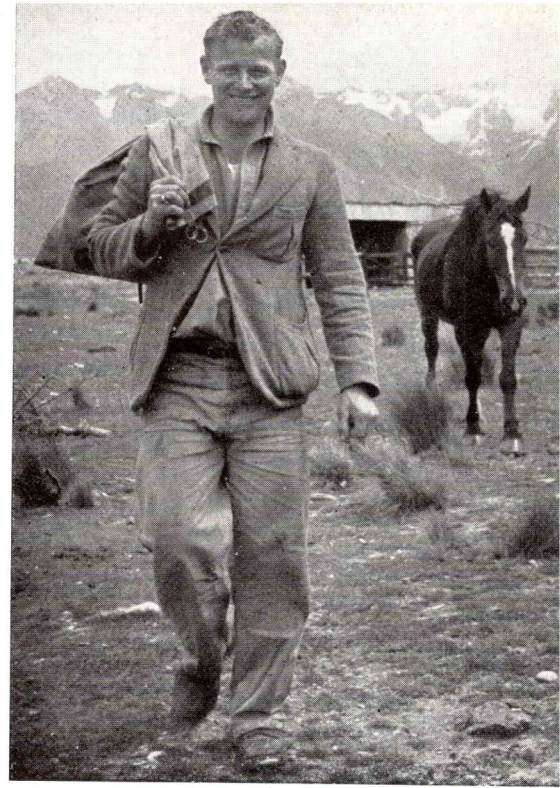


HIGH COUNTRY STATIONS

PASTORAL farming in Canterbury includes picturesque sheep runs, whose decor is mountain scenery and whose action is determined by hardy musters, station managers, and owners. These men find in their isolation an existence whose tranquillity is sometimes blasted by nor'west storms, and whose hazards include dangerous river crossing and the cold work of snow raking in winter. But this hard simple life has its attractions; among them freedom from time and city routine.



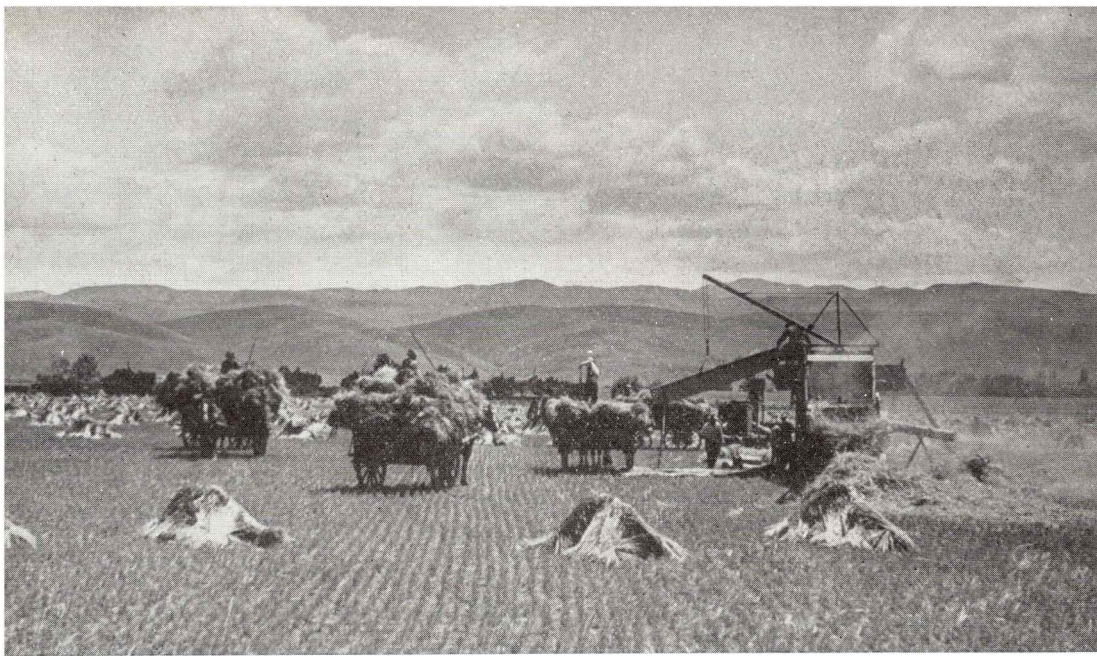
SHEEP MUSTERED AT ORARI GORGE STATION



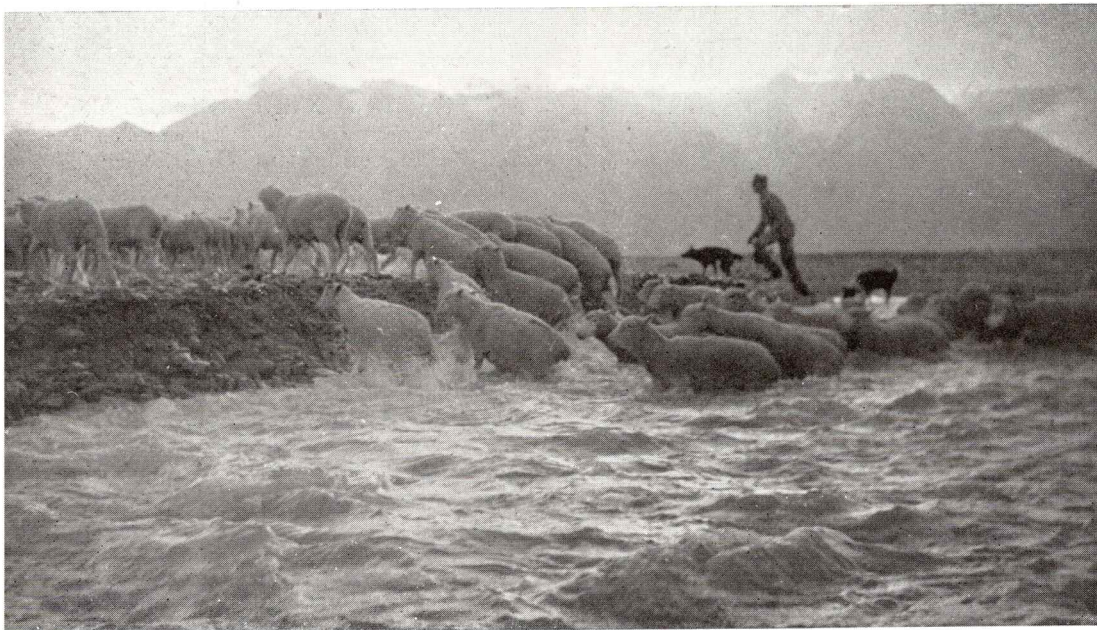
Mail day is a day when rivers are low, for this mail bag must cross the Rakaia to reach the station. Ted rode ten miles to bring in this mail.

(Below) With riverbed sand whipped to dust clouds by the nor'west wind, and with rain flood flanking the distant Arrowsmith Range, Manuka Point wool crosses the Rakaia in a dray drawn by two experienced horses. In front, the leader looks for the best ford, which may have changed since the last crossing.





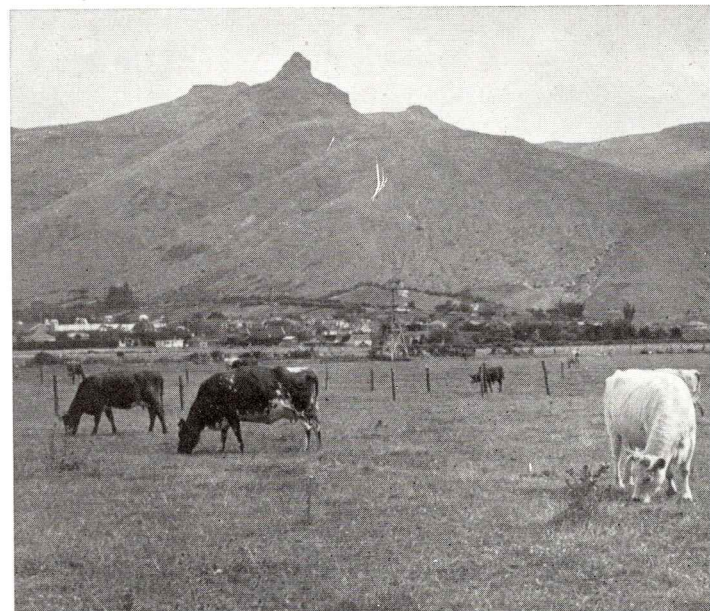
A harvesting team in action in the Omihi district



Sheep are driven across a stream at dusk in the Rakaia Valley



Orchards at Loburn make an orderly pattern from the air.
(below) Dairy cattle in the Heathcote Valley





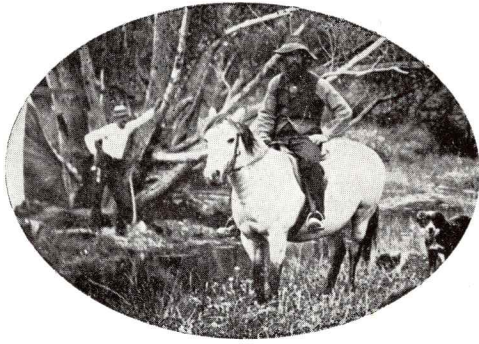
THE WEALTH OF CANTERBURY

Patchwork plains by the Ashley River. Sefton township is on the right and above it rises Mount Grey

CANTERBURY, with a population of 266,000, which is only 14.5 per cent of New Zealand's total, and occupying only 18.8 per cent of the land, produces a big proportion of the Dominion's wealth. From Canterbury farms come 71 per cent of New Zealand's wheat, 43 per cent of the flour, 53 per cent of the oats, 70 per cent of the barley, 50 per cent of the grass seed, potatoes and turnips, while 57 per cent of the seeds exported from New Zealand are harvested here. Five million sheep are shorn annually, to produce 20 per cent of the Dominion's wool, and 27 per cent of the woollen goods. Canterbury lambs provide 24 per cent of New Zealand's lamb export. Timber, fruit, hides, tallow, beef, butter, and cheese plus the work of secondary industries help to make up a yearly production of more than £30 million, over 14 per cent of New Zealand's total.



SCHOOLBOY HARROWING ON THE PLAINS AT HALSWELL



EARLY ESTATES

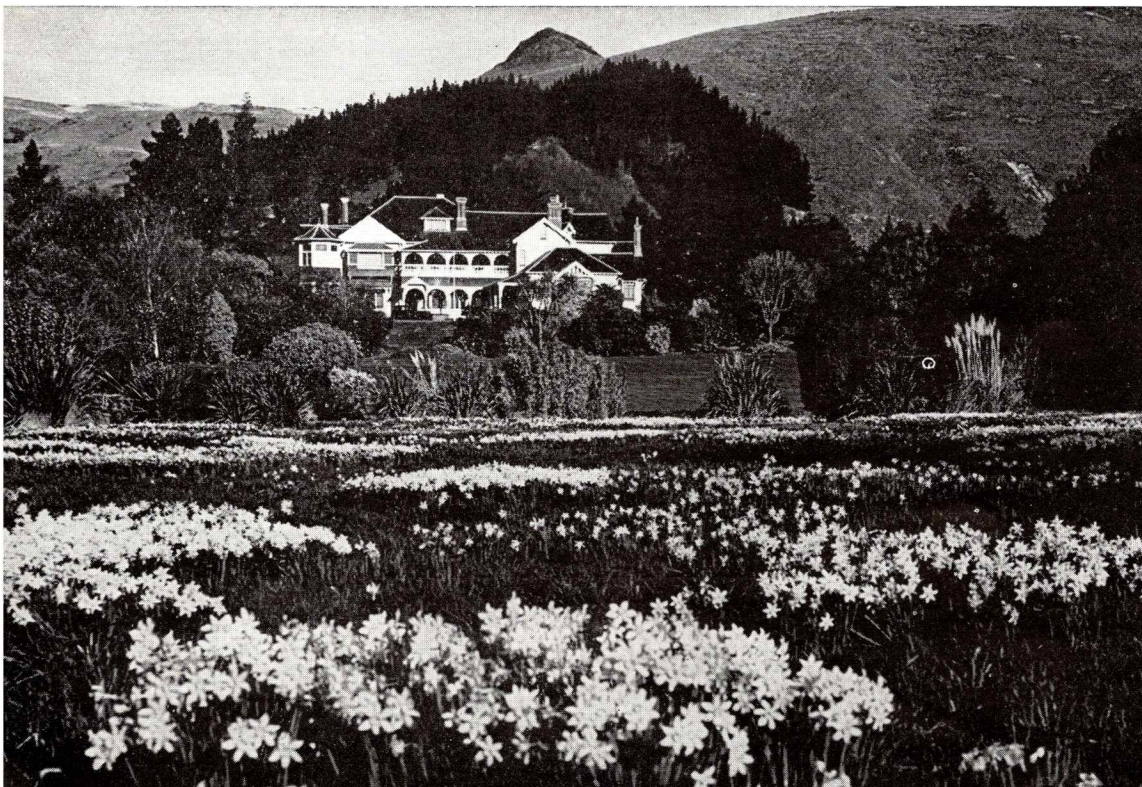
SAY there were 250 stations or runs in early Canterbury and you will not be far from the mark. Only 20 of these—those near the coast—carried cattle, all the remainder pastured merino sheep. On Moore's estate, *Glenmark*, for instance, more than 100,000 sheep were run. At first these were imported from Australia, but soon stocking was possible from the natural increase, which before the days of freezing, threatened to reach astronomical figures. Naturally, the first runs were near Christchurch, but when Tripp and Acland arrived in 1854 they set the fashion for mountain exploration and ere long almost all of the Snowy Ranges had been applied for, while the Rhodes brothers astounded the House of Commons with a claim for almost a million acres. Merinos have now been largely superseded. Mountain runs are stocked with half-breds, and Canterbury's dual purpose sheep, the Corriedale, has won world fame.



COTTAGE BUILT AT RICCARTON IN 1843 BY THE DEANS BROTHERS



THE HOMESTEAD, LONGBEACH, FAMOUS STATION OF JOHN GRIGG



Otahuna, the home of Sir Heaton Rhodes, descendant of one of Canterbury's great pioneer families.



Ilam, home of the late Edgar Stead, noted New Zealand ornithologist, is known for its displays of azaleas and rhododendrons.



THE UPPER REACHES OF THE AVON NEAR THE DEANS ESTATE

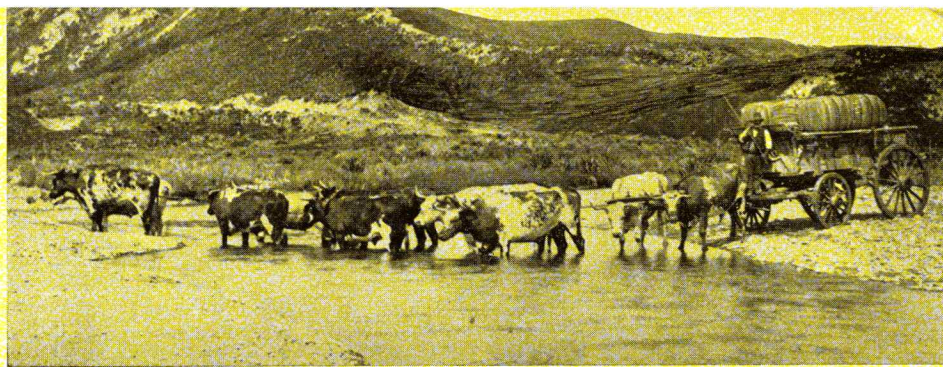


PIONEER DAYS

Stations often had to depend on whaleboat services like this one at Port Robinson



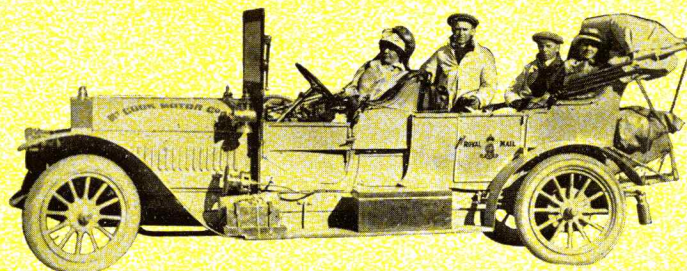
Cobb's coach crossing the swollen Waimak-
ariri River on the Christchurch-Hokitika run



BULLOCK WAGGONS BROUGHT TO TOWN THE VALUABLE WOOL CLIPS

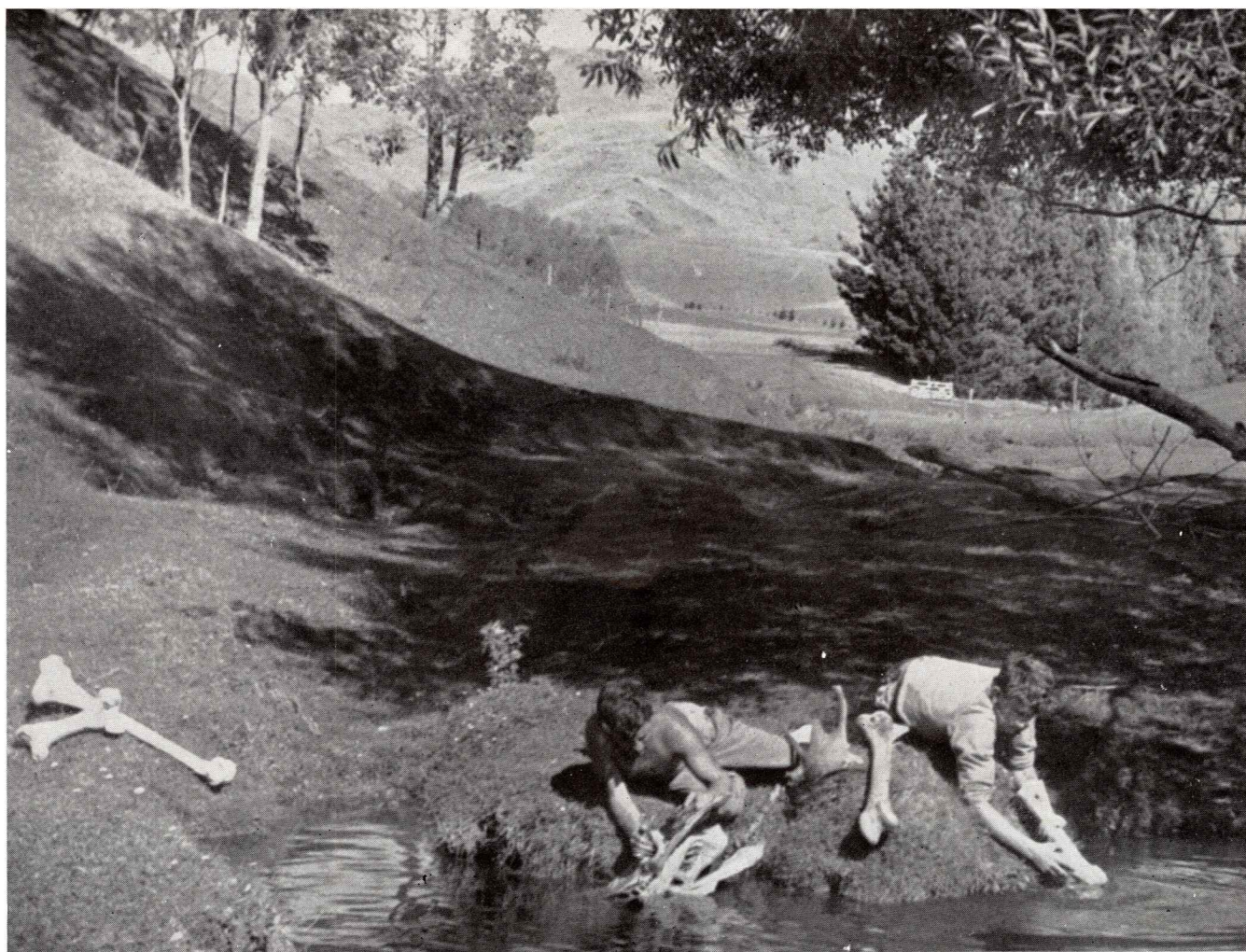


SOME OF THE FIRST COTTAGES AT GERALDINE, PHOTOGRAPHED 1872



40 H.P. DARRACQ WHICH BEGAN THE MOTOR SERVICE TO MT. COOK



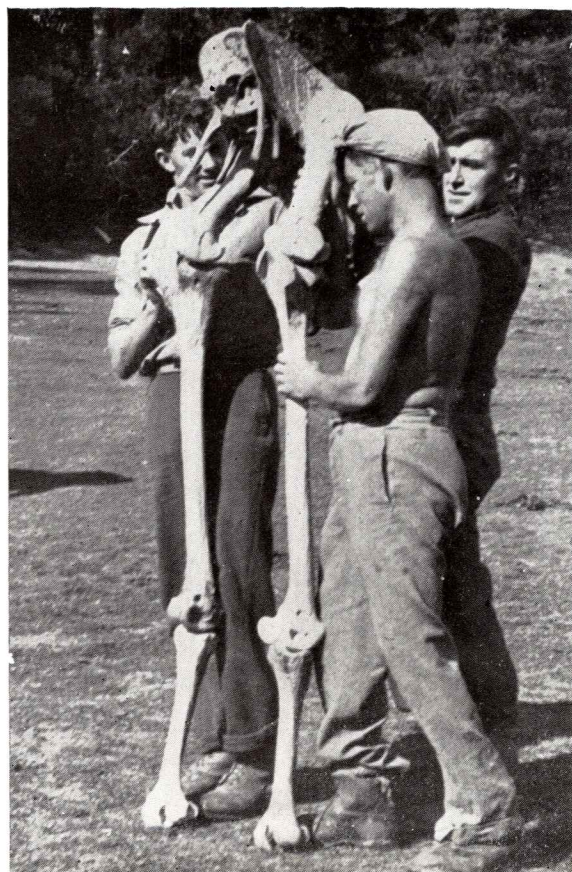


WASHING NEWLY EXCAVATED MOA BONES IN A STREAM NEAR PYRAMID VALLEY, NORTH CANTERBURY

PREHISTORIC CANTERBURY

CANTERBURY's vast grasslands were once the home of New Zealand's most spectacular extinct bird, the moa; the largest variety of which stood more than six feet from ground to back. The discovery of moa remains in Canterbury in the early years of settlement aroused world interest but it was not until 1939 that the greatest discovery was made when a North Canterbury farmer, burying a horse, uncovered the massive leg bones of the largest type of moa known. Excavations have shown that this Pyramid Valley swamp contains bones of moas and other extinct birds at a concentration of some 800 birds to the acre, and will take years to explore, but findings already made by the Canterbury Museum show this to be one of the most interesting areas in the whole of New Zealand.

The Museum Director, Mr Roger Duff (right) helps field workers assemble the huge leg bones of *Dinornis maximus*, the largest moa type.





Horse teams are becoming rare but they still make a brave show at ploughing competitions, and can still turn a neat furrow.

HARVESTING ON THE PLAINS SOME THIRTY MILES WEST OF CHRISTCHURCH



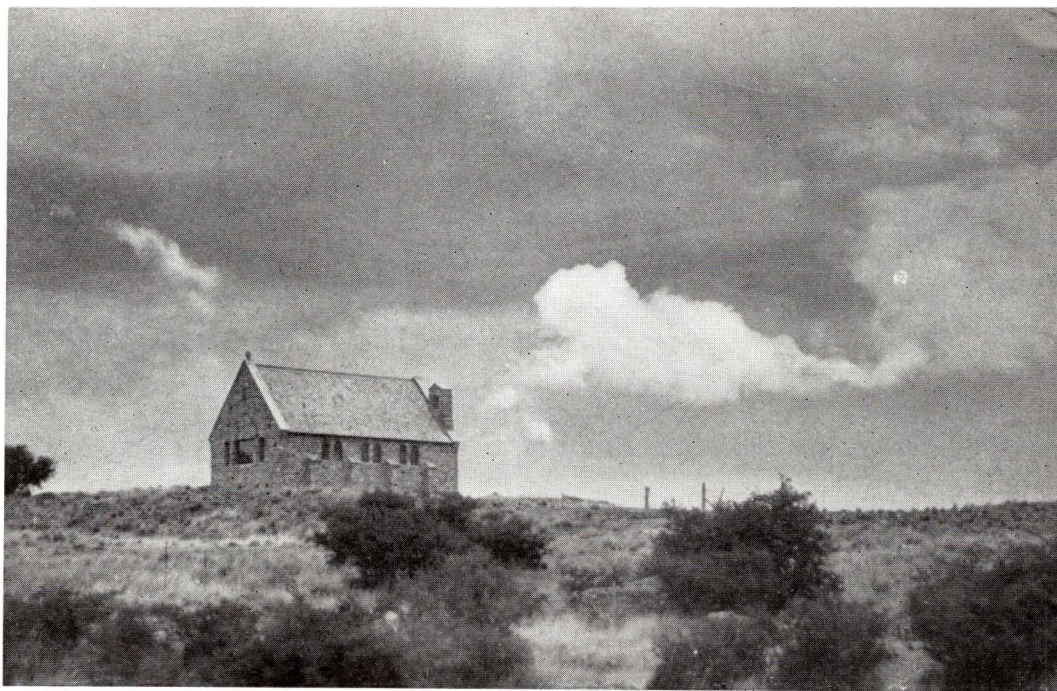


The rich plains of Canterbury: a view from the foothills of the Alps, looking towards Banks Peninsula.

The Good Earth



Canterbury lamb is well known but the province produces also huge quantities of beef, from cattle such as these Herefords.

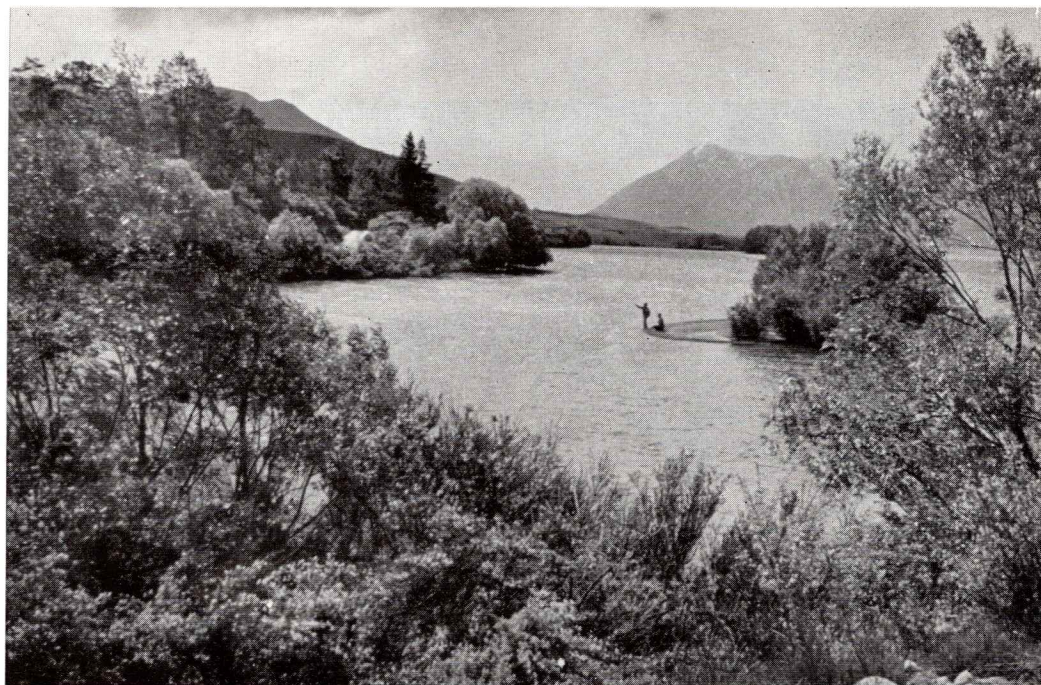


The Church of the Good Shepherd, at Tekapo, was built as a memorial to the pioneers in the Mackenzie Country.



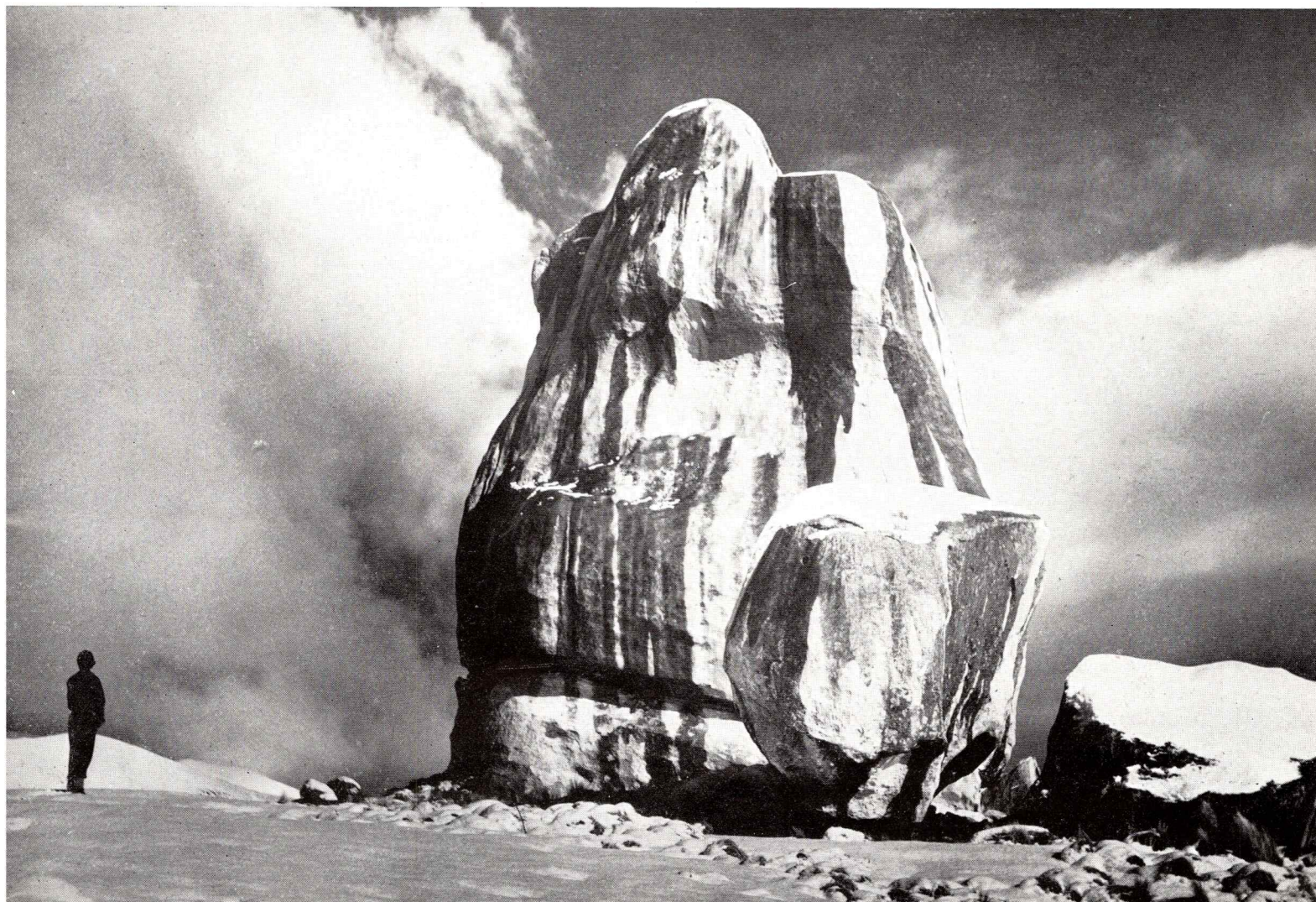
The upper reaches of the Rakaia River, typical of Canterbury's broad mountain-fed streams. In the background are the snow-covered outer ranges of the Southern Alps.

Trout and salmon bring fishermen to Canterbury's lovely lakes and rivers. Lake Heron (*right*) is one of the few places where salmon trout are caught.



The Beauty of Canterbury

STRANGE ROCK FORMATIONS AT CASTLE HILL, NEAR PORTERS PASS





The sound shell at Caroline Bay, Timaru's famous man-made beach.

TIMARU, CITY OF SOUTH CANTERBURY

ACROSS the Great Southern Plain there is a fine tract of sheep-country" said Sam Williams, Akaroa whaler, to George Rhodes.

"Let's have a look at it", replied Rhodes.

One look was enough. In 1851 George Rhodes and his brother, William Barnard, drove a mob of 5,000 sheep from their Banks Peninsula run south to Timaru. In June of the following year they wrote to the Colonial Secretary, "that Messrs. W. B. and G. Rhodes have taken possession of a run in Timaru in accordance with His Excellency's permission. The boundaries of the run are between the Rivers Opihi to Makikihi being about fifteen miles along the coast and about the same inland."

The Rhodes homestead, built close to where the Timaru Railway Station now stands, was the only house between Banks Peninsula and the Waitaki River. To this home came Mrs. Rhodes, first white woman to cross the southern plain. Other settlers, eager to escape the Canterbury Association's land regulations, followed them.

Canterbury rivers were effective barriers against frequent visits to Christchurch. Sea transport was easier, so ships began to call at Caroline Bay, the old whaling station. The squatters themselves loaded and unloaded the ships on the open beach.

Then John Sidebottom, manager of the Rhodes brothers' station at the Levels, reporting the capture of the famous sheep stealer, James Mackenzie, told his employers, "There seems to be a fine plain just at the back of the Snowy Range, and a first-class pass through the mountains to it." News of this spread quickly. The first sheep-run in what became known as the Mackenzie Country was established in 1856 on the shores of Lake Pukaki.

The town of Timaru began in earnest with the arrival of the immigrant ship *Strathallan* in 1859; soon settlers were pushing up the fertile river valleys. The lovely limestone homes they built, and the



FISHING BOATS IN THE HARBOUR AT TIMARU



THE CITY OF TIMARU FROM THE AIR

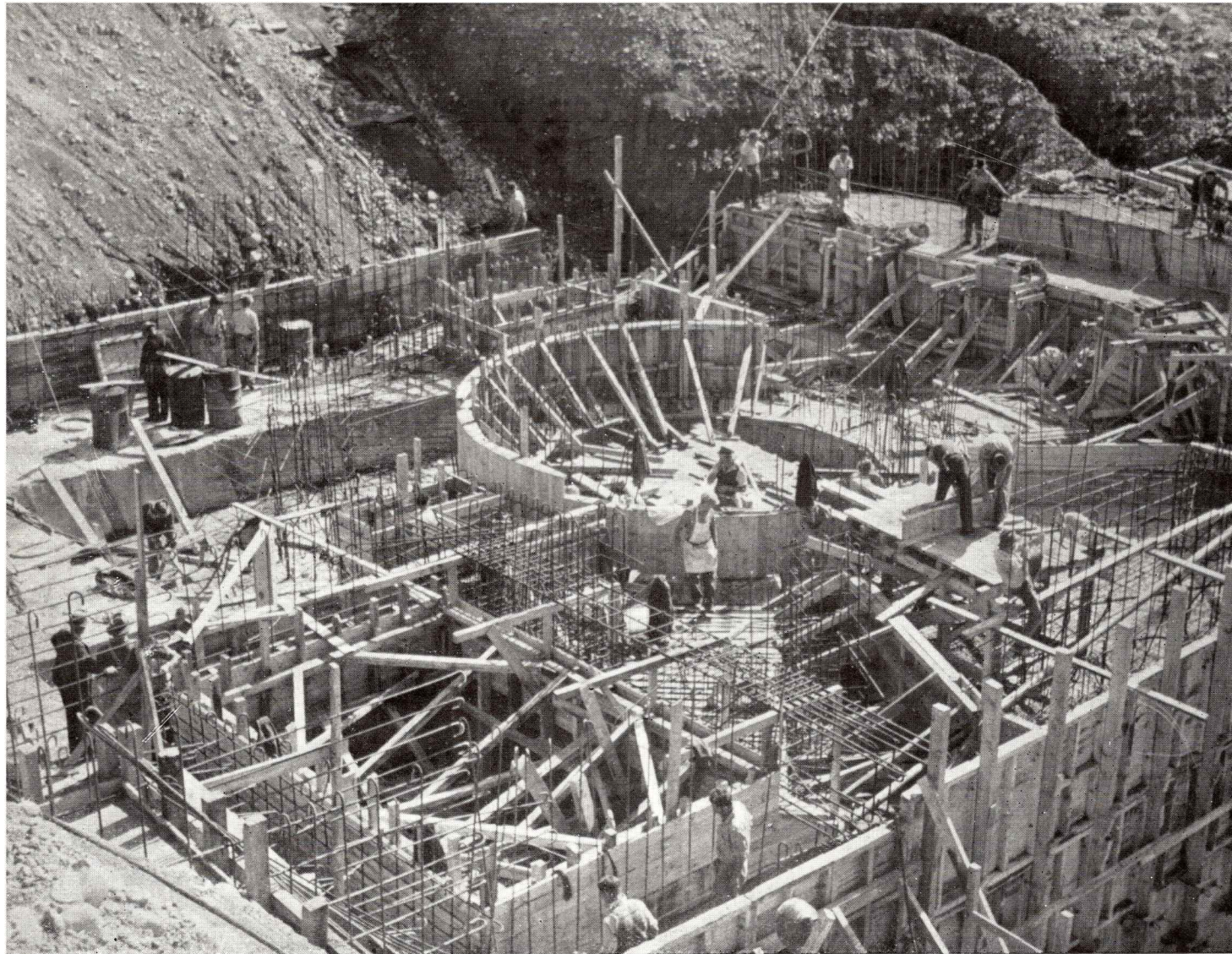
orchards and English trees they planted, brought to reality the dream of the Canterbury Pilgrims, "a slice of England brought to the Antipodes".

The 'eighties saw the rise of the great wheat farms, when clipper ships crowded the Timaru roadstead to race South Canterbury wheat to England. On Te Waimate station alone, 175,000 bushels of wheat were grown annually.

For half-a-century South Canterbury settlers battled to build a harbour. Led by "Big Bill" Evans, they tumbled half a million tons of Timaru bluestone into the ocean till at last the protecting arm of a breakwater, pushed a mile out to sea, gave shelter to a modern port.

The coming of the Seddon Government brought subdivision of many of the large stations, and within ten years closer settlement doubled the population of the district. Mechanisation and manufacturing brought further population increases, and Timaru reached city status in November 1948.

Any Timaru citizen will tell you that his city has bred a world-champion boxer, runner and racehorse. Of New Zealand's crops, South Canterbury grows twenty per cent of the wheat, twenty per cent of the oats; twelve per cent of the barley; fifteen per cent of the linen-flax and twenty per cent of the small seeds. Of the fourteen million sheep in the South Island, over two million are in South Canterbury.



Building the power house at Lake Tekapo, which will produce 25,000 kilowatts and feed into the 110,000 volt South Island power system.

POWER FROM TEKAPO



THE hydro works at Tekapo and Pukaki will store the summer run-off from the glaciers of the Mount Cook region for release during the winter, to supply the Waitaki plant, and also to power an additional hydro station at Tekapo. The work entails raising the level of Lake Pukaki thirty feet. At Tekapo 140,000 million gallons of water will be stored.

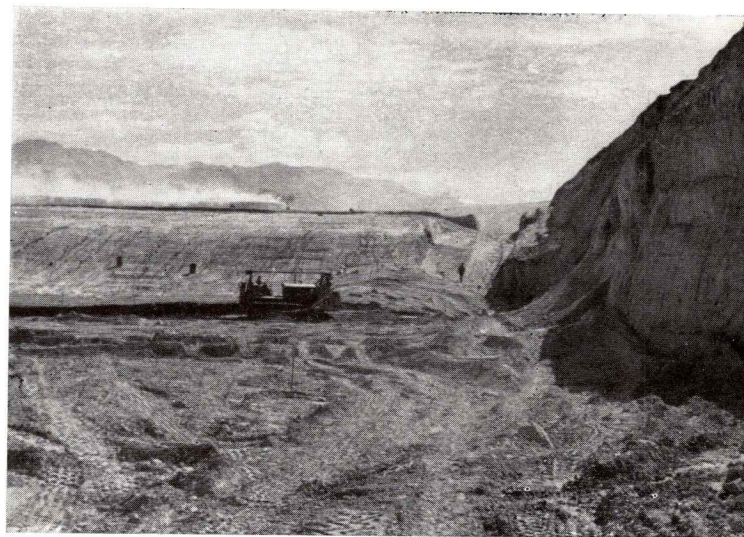
Water from the lake will be carried to the Tekapo River by this tunnel, one mile long and over twenty feet in diameter.



(above) The discharge end of the sluiceway at Pukaki. Behind it an earthen dam is being built to impound water in summer and store it in the raised lake for release in winter.

AND PUKAKI LAKES

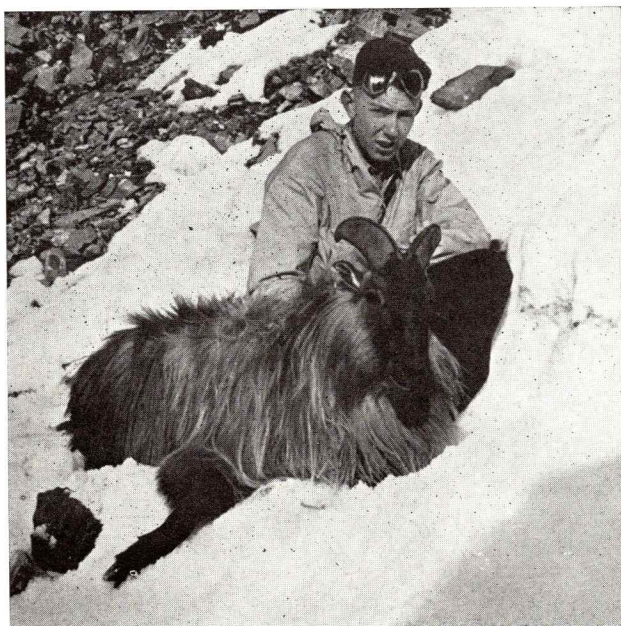
(below) Closing the original lake outfall in 1948. Bridge has now been removed and earthen dam is being built up to level of top of control tower on left. Mount Cook can be seen in background.



(above) Excavation for the Pukaki spillway, which will be 500 feet long by 300 feet wide and use 350,000 cubic yards of concrete. New bridge will carry road across spillway.



Ski-ers consider the Mount Cook region the best ski touring area in New Zealand.



Tahr (*above*) from the Himalayas and chamois from Austria are plentiful and shooting is unrestricted.

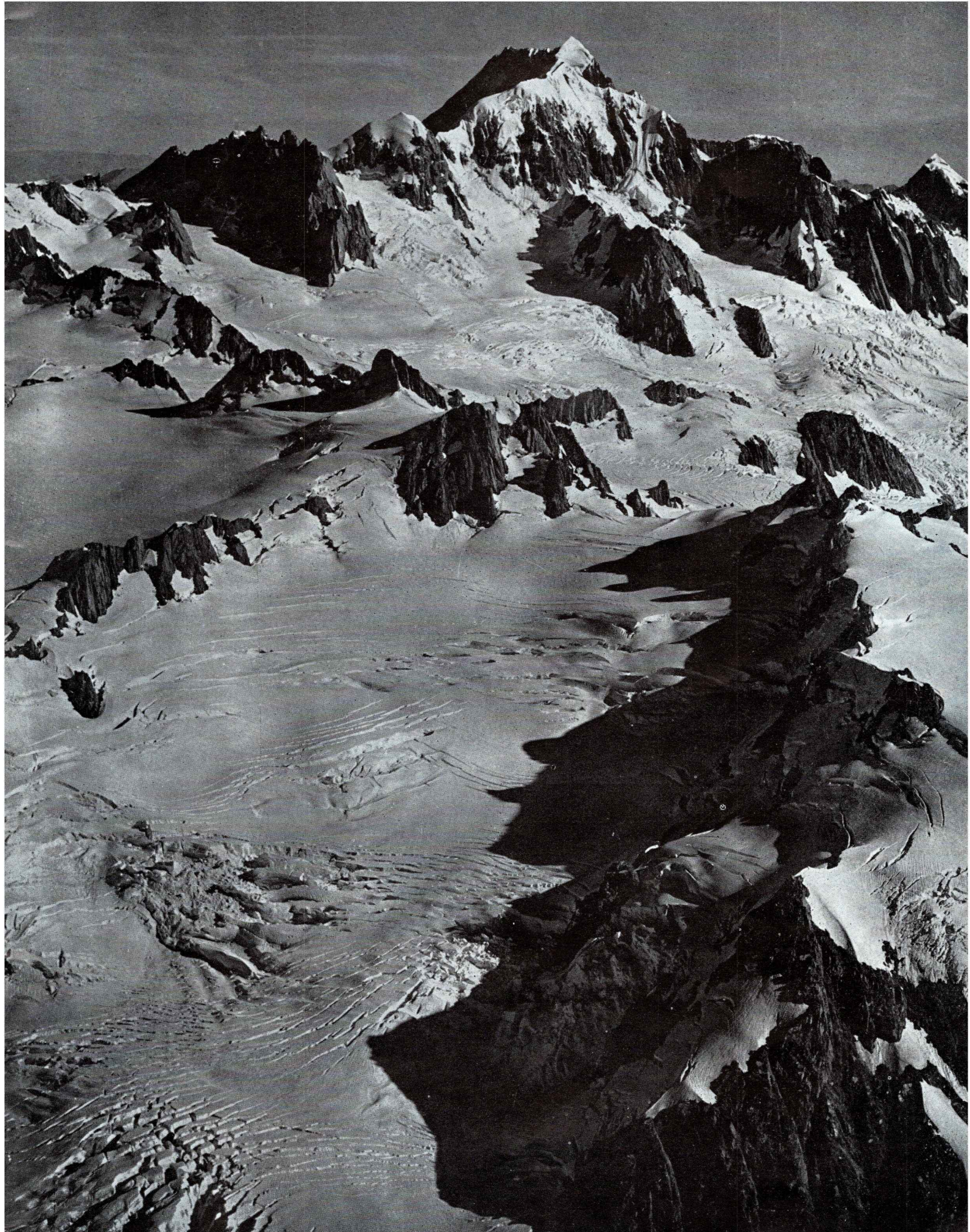
MOUNT COOK

MOUNT Cook, highest point in the whole of New Zealand, lies in the centre of an alpine region famous for its lofty peaks and giant glaciers. Mount Cook is 12,349 feet while other mountains nearby over 10,000 feet, include Mount Tasman (11,475); Mount Dampier (11,287); Mount Sefton (10,354); La Perouse (10,101) and The Minarets (10,058, and 10,022). The Mount Cook region is readily accessible as it is linked with Timaru and Christchurch by regular motor service, and is also connected with Queenstown and the Southern Lakes through the Lindis Pass.

Pleasant one-day excursions may be made among the native shrubs and ferns, notably to Governor's Bush, a fine beech forest behind the Hermitage, and to Red Lake on the side of Mount Sebastopol, where mountain daisies and alpine flowers cover the grassy slopes. Excursions can also be made to the glacial valleys. The Tasman Glacier, largest ice stream in temperate latitudes outside the Himalayas, is eighteen miles long and one and a quarter miles wide. It is joined by several other glaciers—the most spectacular being the Hochstetter which descends several thousand feet in a broken icefall, followed by the Murchison, eleven miles long, the Mueller eight miles long and the Hooker, seven and a half miles. Experienced mountaineers use the Hermitage as a base from which to start the transalpine trip from Canterbury to the West Coast Glaciers, over the Copland Pass.

Climbers look down on the deep glacier-formed valley where the Hooker and Tasman Rivers meet.





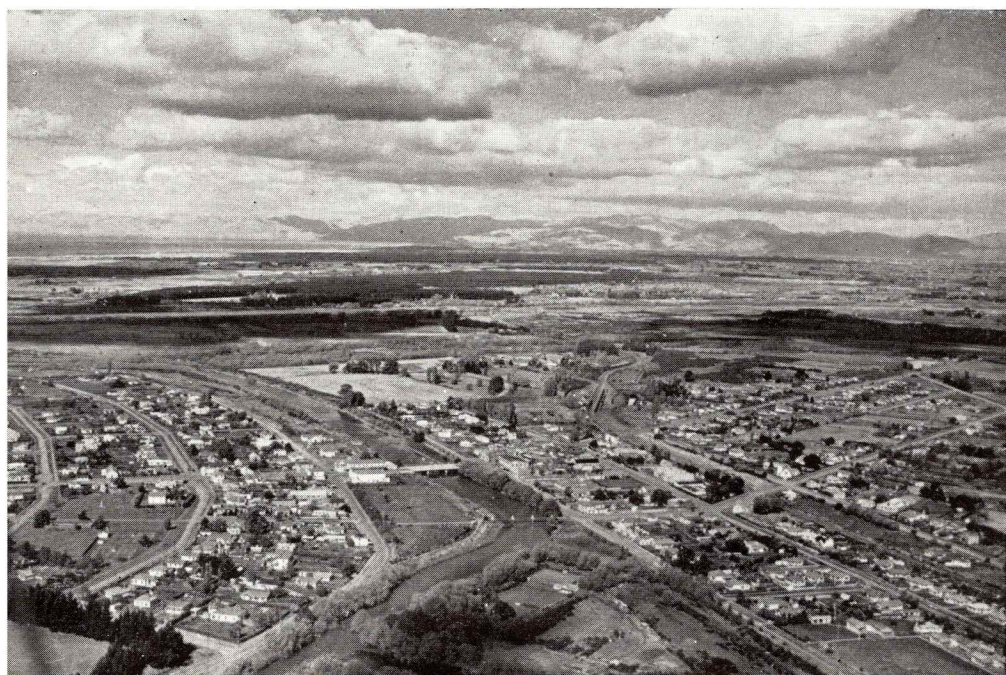


THE TOWNS OF

RANGIORA, some twenty miles north of Christchurch is the chief market town of North Canterbury and centre of a rich agricultural and pastoral district. Flax dressing and flour milling are also important local industries.



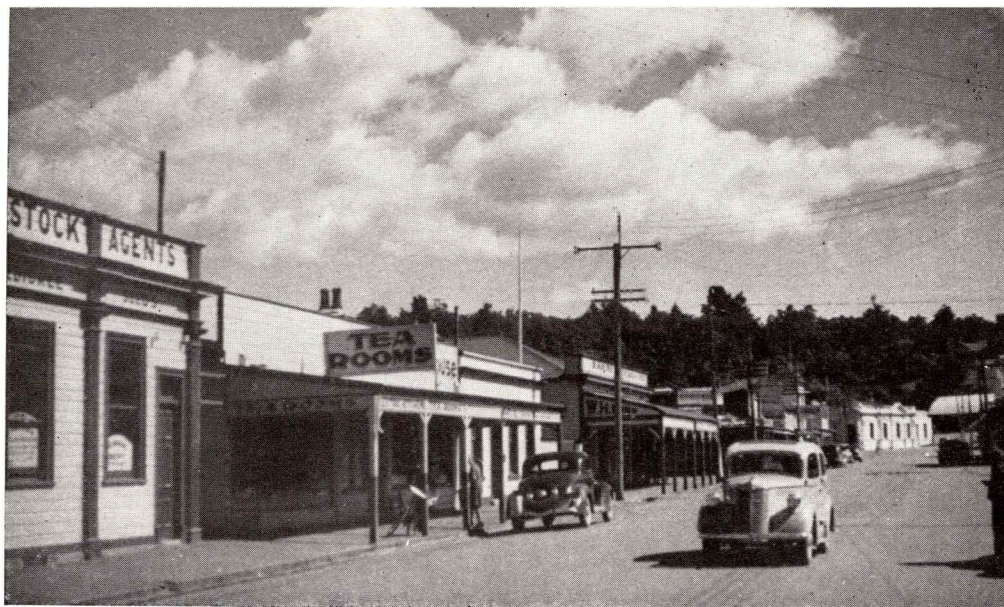
WAIMATE, began as a saw-milling centre and now serves a fine farming area south west of Timaru. Strawberry and raspberry growing flourish here and the district also supplies early vegetables. Good fishing and shooting (including wallabies).



KAIAPOI is built near the once famous Maori city of Kaiapohia, some fourteen miles north of Christchurch. Woollen manufacture and meat freezing are the chief industries of the town. There is good whitebait and salmon fishing in the Waimakariri River.

CANTERBURY

GERALDINE, twenty-four miles north of Timaru, is situated in some of the loveliest country in Canterbury. Blocks of native bush are preserved and the district is known for its many plantations of imported trees. Good trout fishing near the town.

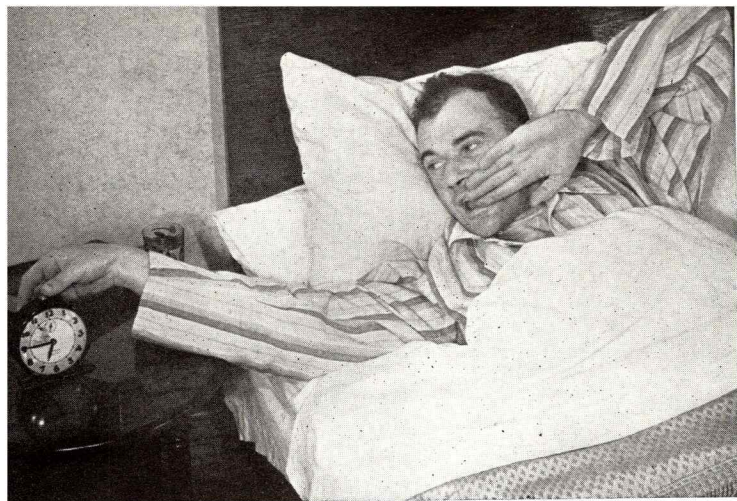


TEMUKA was known to the Maoris as Te-umu-kaha, the place where they cooked and ate the cabbage tree. Today it is a prosperous farming town near Timaru. One interesting local industry is the manufacture of electrical insulators.



ASHBURTON, between Christchurch and Timaru, is a well-planned town, with wide streets and beautiful reserves. The district it serves has been much benefited by irrigation. Local industries include woollen and flour mills and freezing works.





Life in the City

A PHOTOGRAPHIC ESSAY



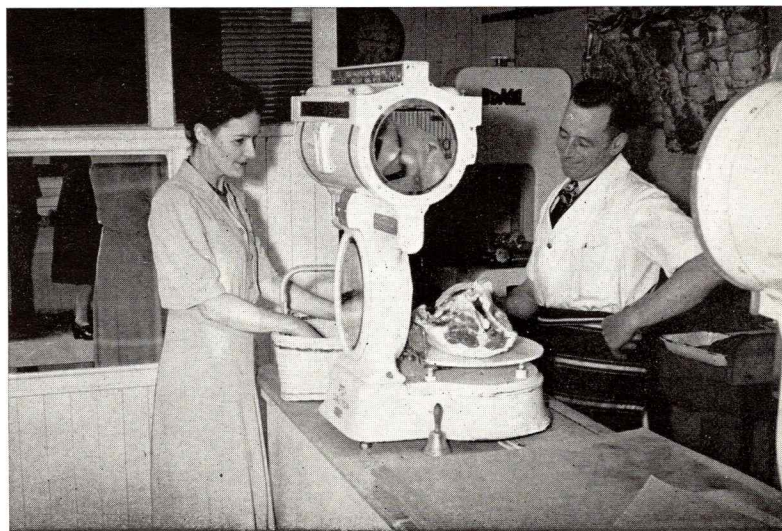
Philip and his wife Olive find Christchurch a good place in which to live and bring up a family. That's Katherine (aged three) in front next to her tall brother, Michael. Beside him is Margaret and behind her, Diana. Erina stands between Mother and Father with



Deirdre, the eldest, on the right. The home they bought recently is similar to many of the older city houses. It has seven rooms plus kitchen, bathroom and wash-house. Houses are still hard to obtain in Christchurch, despite record building figures.



Phillip's office is in Hereford Street, where many Christchurch business premises are concentrated. Office staff is rather a problem in most businesses these days and newspaper "want ad" columns reflect keen competition from employers for available labour.



Biggest shopping problem is stocking up for week-end, when almost all shops close for two days. Some stores deliver, but Olive likes to see what she's buying. With removal of butter rationing last June, food coupons have become relics of the past.



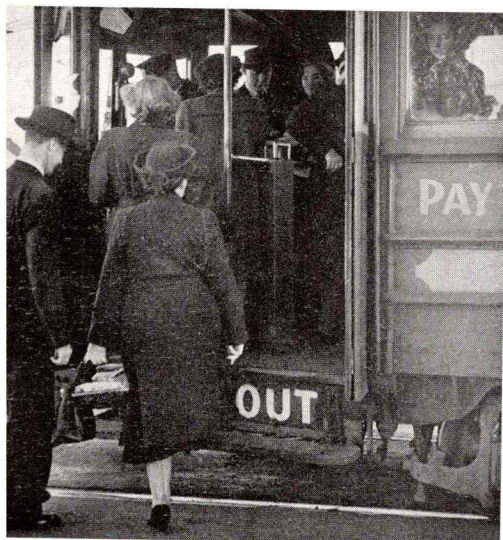
LIFE IN THE CITY



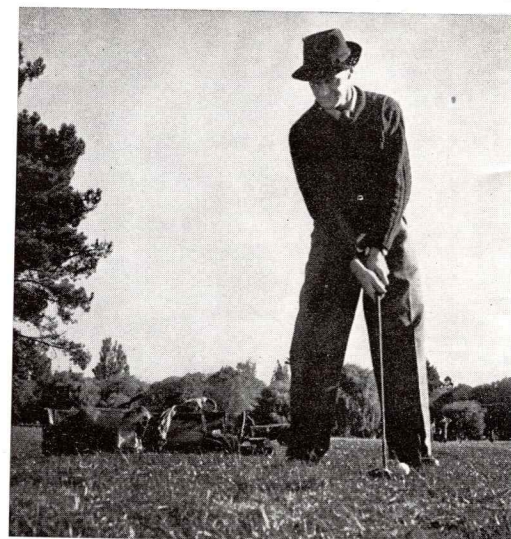
Although staff work a statutory five-day 37½-40 hour week in most New Zealand offices, principals usually find that their own hours are well over this total. This certainly applies to Philip, who is in partnership as an accountant.



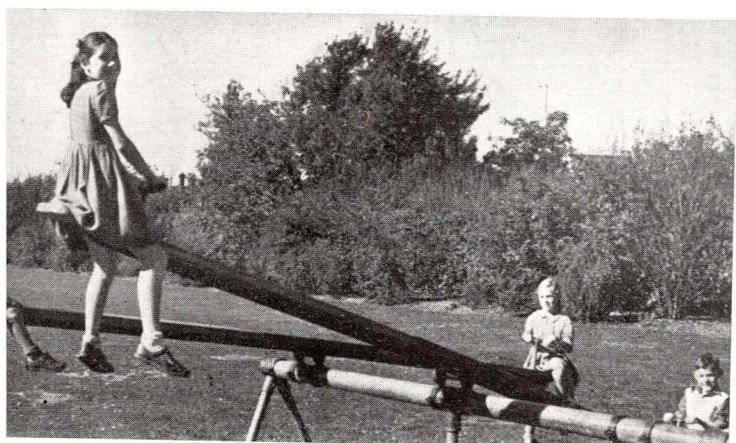
Christchurch rivals Copenhagen as cycling centre. Thousands cycle to and from work; week-ends see machines piled high outside all places of entertainment and sport. Motorists maintain that bicycles make city driving unusually nerve-racking.



It is a ten-minute tram ride from Philip's home to town and costs 4d. On this route cars are one-man, pay-as-you-enter type. Christchurch trams often haul one or two trailers, giving a train-like look that fascinates visitors.



Variety is a big attraction of city life—whether it's golf or window shopping. Christchurch is unrivalled for sports facilities and city stores are counted among Dominion's best. Olive thinks these new bonnets are perfectly sweet.



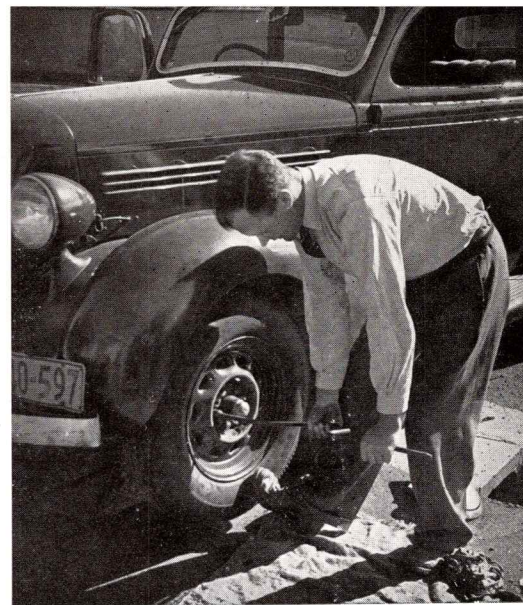
Most Christchurch suburbs have their own public gardens and playgrounds. Near Philip's house is a particularly charming little reserve, Abberley Park, so Olive has no need to worry about children playing on the roadside.



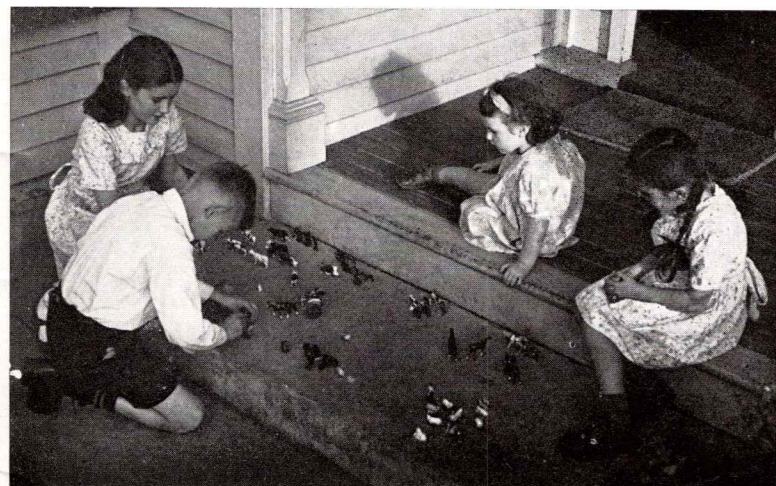
Keeping the minutes at board meetings for some clients, is all part of Philip's work and absorbs some of his evenings. This gathering of sports club officials was called to plan special functions for Canterbury's centennial year.



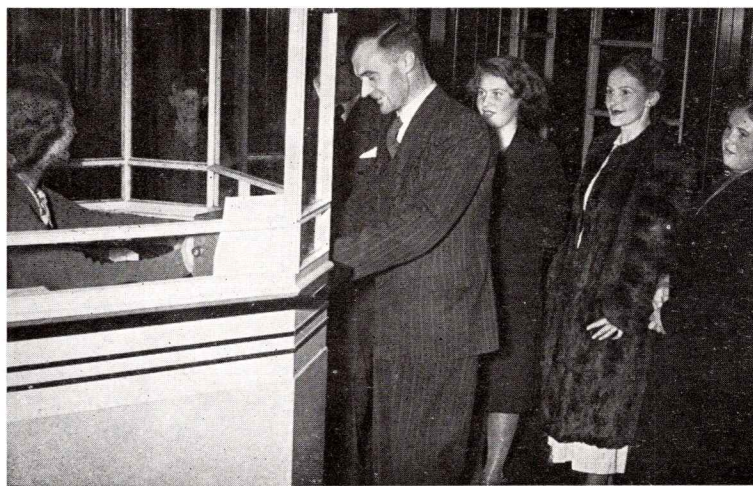
Saturday morning means work at home. It is really Michael's job to mow the lawns, but this week Father is in harness. Washing is rather endless with a young family, so Olive is glad of the help of a modern washing machine.



Philip's 1935 Plymouth is allowed monthly petrol ration of twelve gallons. New cars are still expensive and scarce, but flat country has always made Christchurch the home of more old cars and small models than most places.



No school on Saturday mornings (Hurrah!) so the two elder girls help Mother in the house, while Michael, Erina, Katherine and Margaret play "Farmers" on the steps of the front verandah. All the children go to school except the baby.



Live shows visit city frequently but regular entertainment for most people is supplied by movie theatres. Local picture house is only a few blocks from Philip's home and on Saturday nights you have to be in early to get a seat.



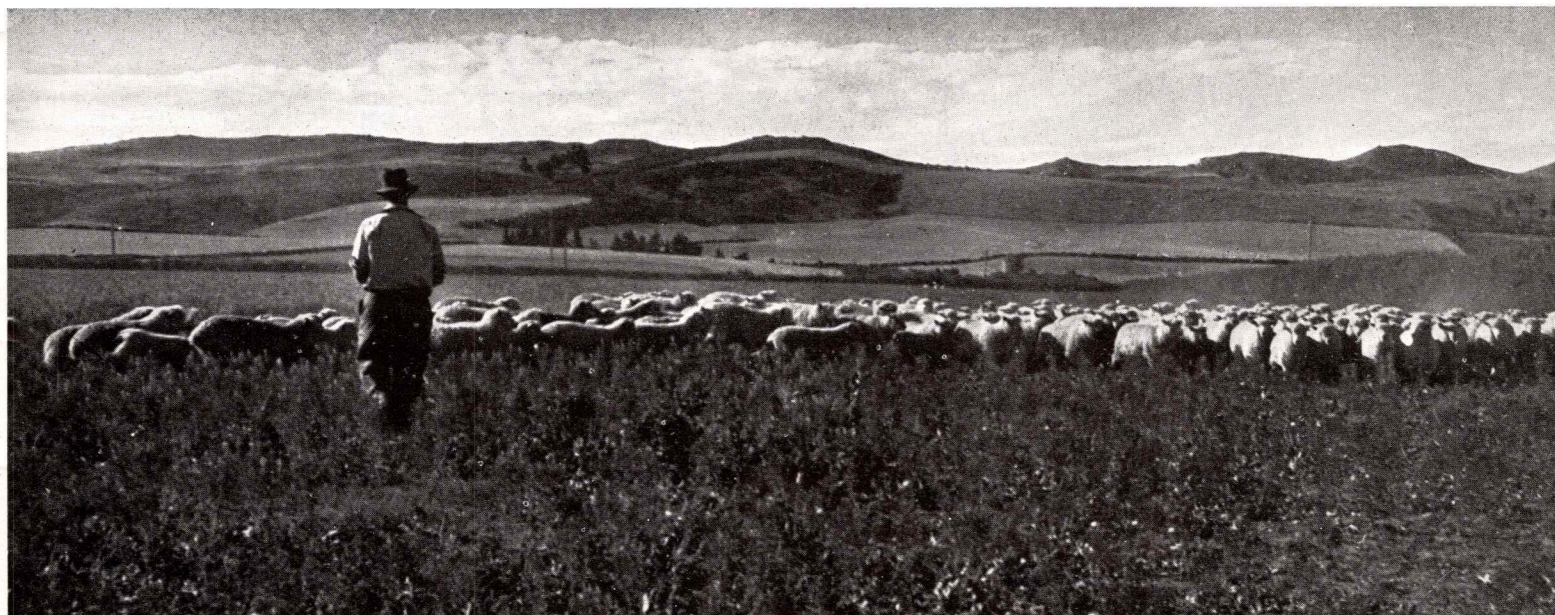
Unlike most New Zealanders, Philip and Olive do not attend race meetings regularly but Sunday afternoon drive is almost a ritual, with tea on the beach at Sumner if the day is warm.





Life in the Country

A PHOTOGRAPHIC ESSAY



Jack's farm, *Nellavale*, of 300 acres near Hororata, about 40 miles west of Christchurch, is typical of many small holdings in Canterbury. It is good land and with hard work brings in good living for this family of four—Jack, his wife Mary, and their two small

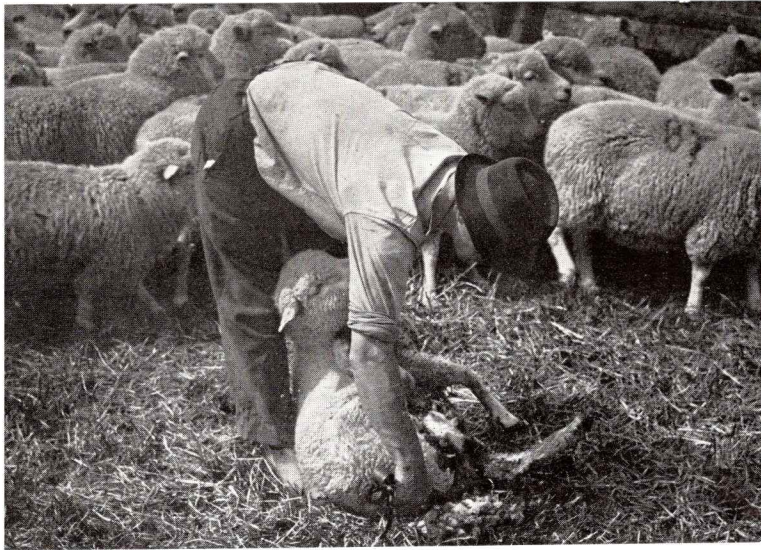
children, Frances and Jeanette. Adjoining farm is owned by Jack's brother and they share work during rush periods, to overcome farm labour shortage. These lambs, fattening on rape, will command high prices later.



Hard work calls for large meals that often overwhelm city visitors. Jack's mother-in-law, here on holiday, envies family fresh eggs, milk, meat and vegetables, all produced on the farm. Groceries are delivered by local store.



Homestead was built just before the war. It has electricity, its own septic tank, and even a special water supply pumped from a spring three miles away. Mary is responsible for flower garden, Jack does lawns and vegetables.



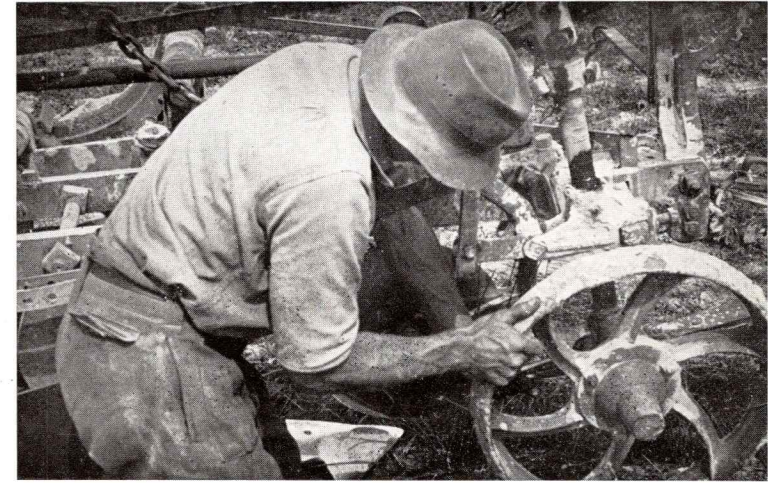
Farm carries about 600 crossbred lambs for fattening and 500 to 600 breeding ewes. Other half of farm income derives from cropping—small seeds mostly, wheat or perhaps oats, also rape and turnip for stock.



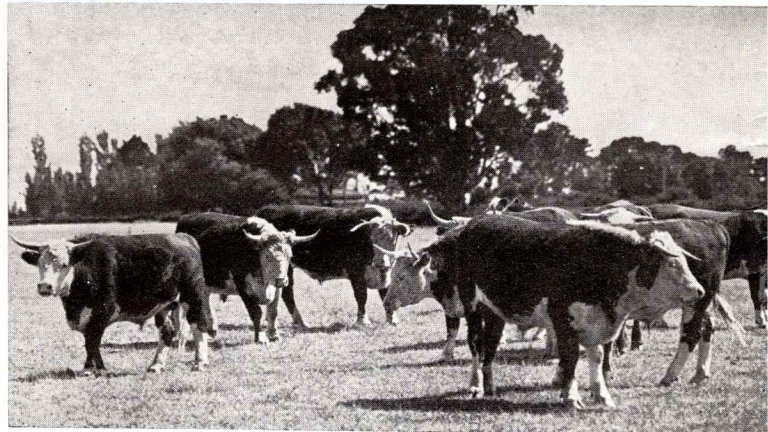
Load of shingle will be used in making a concrete floor for the cow-shed. Use of concrete is restricted under building regulations and requires special permit. Jack finds it quicker and cheaper to do job himself than to hire labour.



Feeding the fowls is the easiest of the many jobs always waiting for a farmer's wife. But electricity has made the work easier and if you can't talk to the neighbours over the fence, you can always get the local news over the telephone.



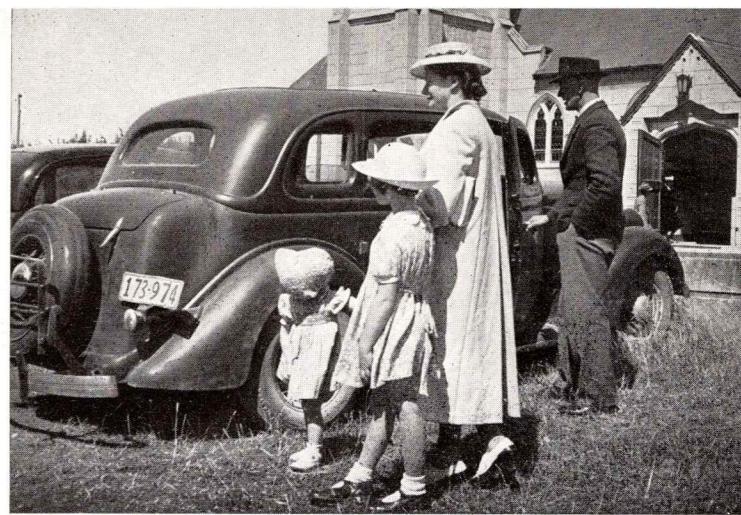
One thing about farm life, there's plenty of variety, Jack thinks, as he makes a few adjustments to the plough. Increasing use of machinery of all kinds means farmer today has to add mechanics to already long list of trades.



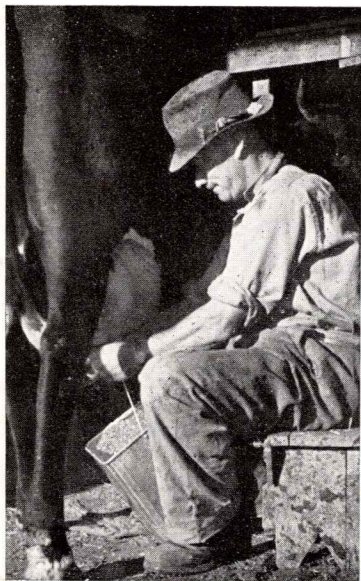
Jack keeps a few Herefords for fattening and rails them to market at Addington sale yards, in Christchurch. Wednesday is sale day and most country people visit the city that day. Jack seems attracted by this line of breeding ewes.



The weather, prices, race horse results are all discussed at the pub on Saturday. Hotels close at six, but in the country there is usually time for one more. On Saturday evenings, most families go to movies in the local theatre.



Sunday morning means a twelve mile drive in the family Ford to church at Darfield. Church is also a chance for everyone to dress up in their best clothes, to show that new hat to the neighbours and to meet their friends.



Milking has to be done, Sundays or not. Farmers never tire of saying—"There's no 40 hour week in the country!" Jack keeps two cows to supply the family needs. Butter rationing is no burden if you have a cow.

"Town's no place for kids," Mary says. "They have everything they want here. Frances goes to school at Hororata in the school bus and Jeanette will be going too when she learns to eat up her food like a big girl."



Neighbours usually visit on Sunday and a huge afternoon tea is served under the trees when weather is fine. Jack is not very interested in what Mrs Smith thinks she should wear to the Women's Institute meeting next Thursday.



Off to work in the jogger with the sheep dogs enjoying the ride. On the left the farm stretches away to the foothills of the Southern Alps. Rather cold up here in the winter but it's a good life.



THE CITY OF CHRISTCHURCH from the Port Hills above Heathcote. The railway from Christchurch enters the Lyttelton tunnel below the hills on the left. From the old Bridle Path above this valley the Pilgrims, in 1850, saw for the first time the great Canterbury Plains.



Acknowledgments

HISTORICAL MATERIAL

For assistance in collecting material on early Canterbury and for permission to reproduce the historical photographs and paintings appearing in this book, special thanks are due to the following: THE CANTERBURY MUSEUM; THE CANTERBURY EARLY SETTLERS' ASSOCIATION; THE ALEXANDER TURNBULL LIBRARY, Wellington; The Christchurch Press and Star-Sun; Mrs W. A. Moore, for permission to reproduce photographs from the KINSEY COLLECTION; members of the Barker family for permission to use some of the photographs of early Christchurch by Dr. A. C. BARKER.

ARTICLES

WALTER BROOKES wrote "One Hundred Years After" on page 23. DOUGLAS CRESSWELL wrote "The Canterbury Plan" (page 3), "A New City Begins" (page 5) and "Early Estates" (page 56). ROGER DOIG wrote "Industry in Canterbury" (page 30) and "The Wealth of Canterbury" (page 55). C. M. FLETCHER wrote the article on Lyttelton (page 44). JOHN PASCOE wrote the material for "High Country Stations" (page 53); WILLIAM VANCE wrote the Timaru story on page 64.

COLOUR ILLUSTRATIONS

The full colour photographs in this book are produced from Ansco and Ektachrome transparencies, specially taken for this publication by FRANK MCGREGOR.

The painting of early Lyttelton by F. A. Weld on page 17 is reproduced by permission of the Canterbury Museum.

DRAWINGS

The cover design, fun map and small sketches throughout were drawn by ROBERT BRETT.

PHOTOGRAPHS

Most of the contemporary photographs were taken specially for this book, and acknowledgment is made to the following photographers:

J. BEALE, page 68 (top).
T. BARKER, Ministry of Works, pages 66 and 67.

V. C. BROWNE, pages 15 (bottom right), 22, 32, 39 (top left and bottom), 43 (top), 46, 47 (top), 50 (top right), 51, 54 (bottom right), 55 (top), 65 (bottom), 69, 70 (bottom), 71 (bottom), 80.

N. FRANCE, page 59.
MATT GRANT, pages 12 (top right), 15 (top right), 50 (top left), 63 (top) 68 (middle).

THELMA KENT, pages 54 (top), 63 (top), 68 (top).

F. R. LAMB, pages 16 (top left) 49 (top), 56 (middle), 62 (top), 65 (top), 69 (top and middle), 70 (top and middle).

FRANK MCGREGOR, pages 16 (bottom right), 18 (middle left and bottom right), 19 (top right), 25 (bottom right), 26 (middle left), 27 (top), 28, 30, 31 (except bottom right), 35 (top and bottom right), 39 (top right), 42, 43 (bottom), 50 (bottom), 54 (bottom right), 62 (bottom).

J. PASCOE, pages 12 (middle right), 16 (top right), 52, 53, 54 (middle), 55 (bottom).

W. SPARROW, page 35 (bottom left).

J. WALSH, page 38 (bottom).

G. WEIGEL, pages 34, 46 (bottom right).

H. WIGLEY, page 58.

E. R. WILLIAMS, page 49 (bottom).

A. W. WRIGHT, pages 12, 23, 25, 26 (except middle left), 27 (bottom), 29, 56 (top right).

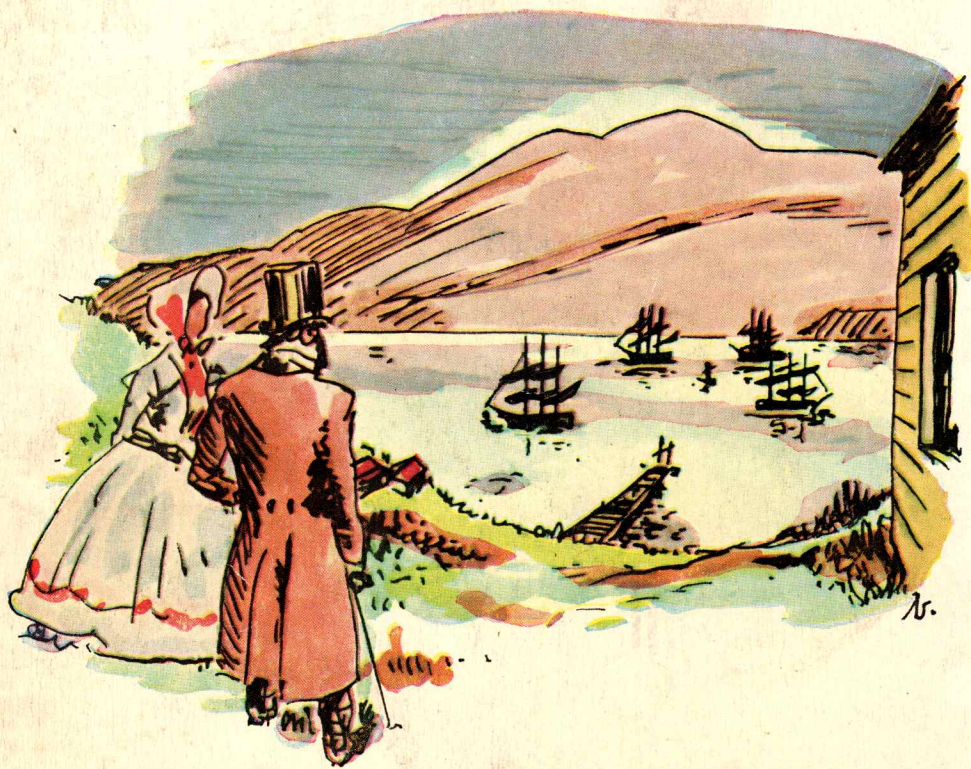
OFFICIAL WAR HISTORY, page 16 (bottom left).

The essays "Life in the City" and "Life in the Country" were photographed by FRANK MCGREGOR.

The photograph of the original signal flags, appearing inside front cover, was taken by A. W. WRIGHT, with the co-operation of the Lyttelton Harbour Board.

The photograph of Christchurch from the Port Hills, appearing on this page was taken by V. C. BROWNE.

THIS BOOK WAS DESIGNED AND PREPARED BY
ALBION WRIGHT ADVERTISING AND PRINTED BY
WHITCOMBE AND TOMBS LIMITED, CHRISTCHURCH



I often smile when I think of the ideal Canterbury of which our imagination dreamt, yet I see nothing in that dream to regret or to be ashamed of, and I am quite sure that without the enthusiasm, the poetry, the unreality if you will, with which our scheme was overlaid, it would never have been accomplished.

from the farewell address of
JOHN ROBERT GODLEY, 1852.